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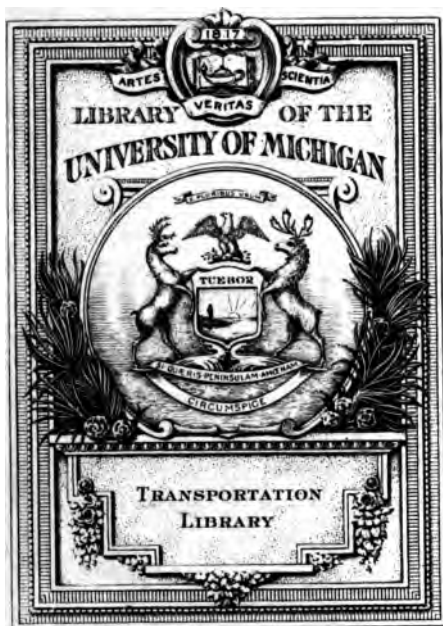
RAILWAY
MATTERS

AND HOW TO
DEAL WITH THEM

GEORGE B. GISSENDEN

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RAILWAY MATTERS
AND HOW TO DEAL WITH THEM



RAILWAY MATTERS

AND HOW TO DEAL
WITH THEM

*A VADE MECUM FOR MERCHANTS,
MERCHANTS' CLERKS, RETAILERS,
PRIVATE INDIVIDUALS, AND THE
PUBLIC IN GENERAL. TO WHICH
IS ADDED A RAILWAY READY
RECKONER*

BY
GEORGE B. ^{the}LISSENDEN



LONDON
GEORGE ROUTLEDGE & SONS LIMITED

1906





PREFACE

THOSE who have much to do with the consignment and carriage of goods by railway are already aware of the difficulties which frequently arise in connexion therewith, and hitherto it has been left to experience to teach us how to overcome those difficulties.

There are many who have at some time or other suffered considerable loss at the hands of railway companies, and have—through their lack of knowledge of railway companies' laws and regulations—been unable to obtain compensation for such loss.

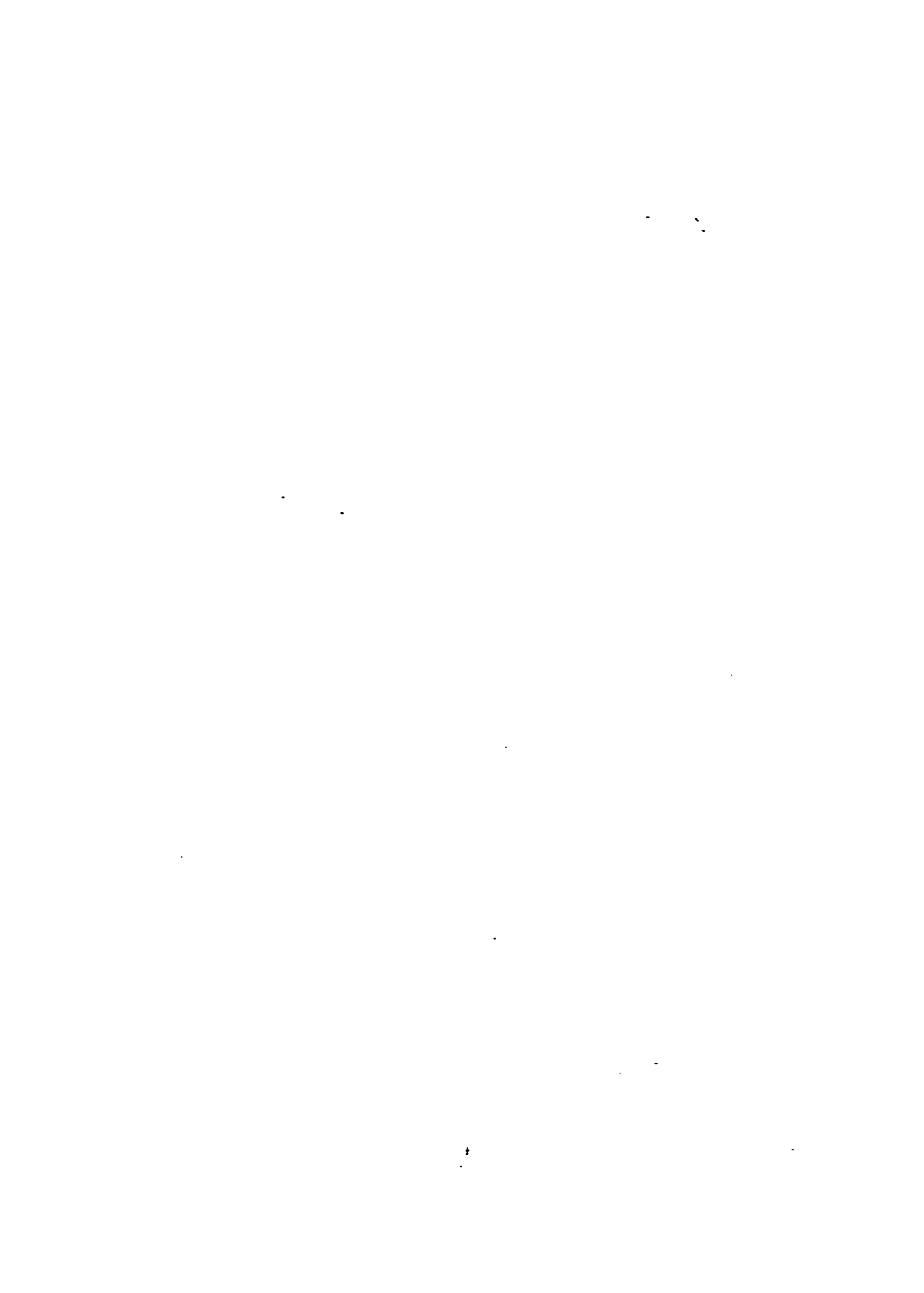
This book has been written with the object of showing those who consign goods how to protect themselves in their dealings with railway companies, and to provide the general public with a knowledge of the conditions which railway companies impose before they will accept responsibility for loss of, or damage to, goods in transit.

In order to make the directions contained in this book readily understood by the porter and warehouseman as well as by the clerk and merchant, simple language has been used, and all legal terms and ambiguous phrases have been purposely omitted.

GEO. B. LISSENDEN.

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GENERAL REGULATIONS

WITH but few exceptions there are two rates for the conveyance of almost every class of goods by rail, either by goods or passenger train. The railway companies, however, refuse to carry the following goods except by special arrangement only:—

(1) Merchandise which the companies either receive or deliver at a siding in less than truck loads, or which from the circumstances in which it is tendered, or its nature, is carried in a separate truck.

(2) Articles of unusual length, bulk, or weight, or of exceptional bulk in proportion to weight; articles requiring an exceptional truck, or more than one truck, or a special train; articles not packed, or insecurely packed, which are consequently liable to damage or loss; any wild beast, or any large animal not otherwise provided for.

(3) Dangerous goods.

(4) Specie, bullion, precious stones, gold and silver plate, and statuary.

But for almost every other class of merchandise there are two rates. One known as the "ordinary" or "Company's Risk" rate, the other as the "Owner's Risk" rate.

It would be impossible to give a detailed list of the various articles chargeable at the different rates, as the list is added to, and revised, by the railway companies from time to time, as occasion demands; but the authorized list or book, known as "The General Railway Classification of Goods"—containing all the necessary information—can be obtained from any railway company, or through their agents, upon payment of one shilling.

OWNER'S RISK

Its advantages THE one great advantage of this rate, and the most that can be said in its favour, is that it saves the trader a considerable amount of money per year in the carriage on the goods which he exports and imports. But before a railway company will carry a trader's goods at the "reduced" or "Owner's Risk" rate, he—the trader—must either sign a general Owner's Risk indemnity for the whole of his traffic, agreeing to relieve the company of all liability for loss or damage in respect of such goods, or he must hand the company a separate Owner's Risk consignment note—containing similar conditions—for such consignments as he wishes carried at the Owner's Risk rate.

Conditions under which the "O.R." rate is allowed The conditions as set forth both in the general Owner's Risk indemnity and the ordinary Owner's Risk consignment note are to the effect that the company, or companies over whose lines the consignment may travel,

will accept *no liability whatever* for loss of, or damage to any article, or articles, which are carried at the Owner's Risk rate, unless it can be proved that such loss or damage is the result of *wilful misconduct* on the part of the company's servants.

Facsimile of "O.R." consignment note
A facsimile of the "Owner's Risk" consignment note is here reproduced. Each Company's Consignment Note and "General Owner's Risk Indemnity" contains similar conditions.

GREAT WESTERN RAILWAY.

The Great Western Railway Company hereby give notice that they have two rates for the carriage of the undermentioned Merchandise, at either of which rates the Merchandise may be consigned, at the Sender's option: one, the ordinary rate, when the Company take the ordinary liability of a Railway Company; the other a Reduced Rate, which the Company adopt when the Sender agrees to relieve the Company and all other Companies or persons over whose lines the Merchandise may pass, or in whose possession the same may be during its transit, of all and every liability, loss, damage, misdelivery, delay or detention, except upon proof that such loss, damage, misdelivery, delay or detention arose from the negligence or default of the Company or its servants.

To the Great Western Railway Company, _____ Station. 190

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Receive and forward the hereinmentioned Merchandise, to be carried at the Reduced Rate, below the Company's ordinary rate, in consideration whereof I agree to release the Great Western Railway Company, and all other Companies or persons whose lines the Merchandise may pass, or in whose possession the same may be during any portion of the transit, from all liability for loss, damage, misdelivery, delay or detention, except upon proof that such loss, damage, misdelivery, delay or detention arose from wilful misconduct on the part of the Company's Servants. I also agree to the Conditions on the back of this Note. This Agreement shall be deemed to be separately made with all Companies or persons, parties to any through rate under which the Merchandise is carried.

Signature of Sender or his Representative _____

[illegible]**TOYER.**

Now there is not the slightest doubt but that the conditions contained in these documents are intended by the companies to cover *any* argument which may be raised in support of a claim on goods carried at this rate, whether that claim may be for damage to, or loss of a part, or even the loss of a *whole* consignment; for even though the claimant may be in possession of facts which prove conclusively that the damage or loss could be due to no other cause than *wilful misconduct*, yet it is impossible, except in very exceptional cases, to prove such a contention.

It will, therefore, be seen that although this rate has one great advantage, it has, on the other hand, many disadvantages, and no matter how great the loss may be, it is a further waste of time and money to endeavour to obtain compensation from a railway company for damage to, or loss of goods which have been consigned at the Owner's Risk, unless it can be proved incontrovertibly that such damage or loss was caused by *wilful misconduct* on the part of the company's servants.

It is sometimes an easy matter to prove *misconduct*, but the difficulty lies in proving *wilful misconduct*.

COMPANY'S RISK

Goods not otherwise consigned are charged at the "C.R." rate, and as a result, of course, the carriage on the goods so charged is much higher than it would be if charged at the lower or "Owner's Risk" rate.

The following is a facsimile of the "Company's Risk" consignment note.

Pro. No.

The Invoicing Clerk must enter on the Invoice every particular given in this Note.

Station, 190

The Great Western Railway Company are requested to Receive and Forward, as per address and particulars on this Note, the undermentioned Goods, on the conditions stated on the other side. This Agreement shall be deemed to be separately made with all Companies or persons, parties to any Through Rate under which the Goods are carried.

Signature of Sender or his Representative _____ Address _____

Signature of Sender or his Representative.

[illegible]

NOTE.—Goods which may be required “TO WAIT ORDER,” at any particular Station, must be so consigned on this Note.

GENERAL CONDITIONS.

- [illegible]

Conditions of "C.R." more favourable to trader than those of "O.R." The conditions, as set forth in this document, are certainly more favourable to the trader than those of the "Owner's Risk" consignment note referred to in the preceding chapter, but it is not always an easy matter to obtain compensation from a railway company for damage to, or loss of goods during transit even when the goods upon which a claim is made have been carried at the company's risk. Indeed, it is often a most difficult matter to convince a railway company of their liability. It, therefore, behoves the general public to use every precaution to protect themselves in their dealings with railway companies, for no matter what the conditions of carriage may be, the companies

The Railway Companies will not, if they can avoid it, pay claims will, if there be the slightest possible chance, refuse to pay any claim which may be preferred against them for damage to, or loss of goods, and the claimant is, more often than not, unable to obtain any recompense, no matter how great the loss may be.

Reason why Perhaps, after all, this is not so much to be wondered at, for there is a certain class of people who hold that railway companies are fair game for plunder, and make it a rule to practise mean and contemptible frauds upon them whenever an

opportunity presents itself. The discovery of these frauds has made the railway companies very loath to pay any claim, unless it is substantiated by absolute and incontrovertible proof that they are liable. Thus it happens that as a result of the despicable practices carried on by dishonourable persons, an honest and honourable trader often has his just and reasonable claims refused by the railway companies—thereby suffering a great injustice.

PRACTICAL SUGGESTIONS ON PROTECTION

**How to
consign** IN the first place it is of the utmost importance for the sender of a consignment to describe correctly on the consignment note (which he hands to the railway company with the goods) the exact nature and contents of the package or packages which he wishes to be forwarded ; so that, in the event of any of the goods being lost or damaged in transit, and a claim is eventually submitted, the railway company cannot refuse the claim on the ground that the goods were *incorrectly or insufficiently described on the forwarding note, and that they therefore are not liable.*

**Declara-
tion not
compulsory** A railway company cannot compel a person to declare the contents of a package (unless it contain explosives or dangerous goods) or refuse to carry such packages because they are undeclared ; nor can a railway company compel a person to use the printed consignment notes supplied by the company if he consider the conditions printed thereon are unjust or unreasonable ; but it is nevertheless

advisable to describe accurately the contents of each parcel, for unless the nature of a consignment of goods be declared the railway will charge at the highest rate for the carriage of such consignment, when the goods, if declared, may be chargeable at a much lower rate.

Valuable parcels Insurance should be effected with the railway company against the loss of, or damage to all parcels exceeding ten pounds in value, as railway companies are relieved, by act of Parliament, of liability for loss of, or damage to any parcel the value of which exceeds ten pounds, unless, at the time of forwarding, the value of such parcel be declared. This refers more particularly to valuable goods, such as bullion, precious stones, specie, gold and silver plate, statuary, etc., etc.

It is not necessary to insure a parcel of ordinary merchandise. For scale of insurance charges, see page 74.

Obtain receipt for all goods forwarded The sender should be careful to obtain from the railway at the time of forwarding a separate receipt, or signature, for *each* consignment which he hands to them, so that in the event of any dispute arising thereafter the company cannot deny receipt of the consignment to which particular reference is made.

Consignee to use caution when receiving goods The consignee should also be extremely cautious when receiving goods from the hands of the railway company. He should carefully note the condition of each package when handed to him, and, if the slightest irregularity is detected, he should draw the carman's attention to it, and then make a note of it in the railway company's book (or on the company's delivery sheet as the case may be) when he signs for the receipt of the consignment—afterwards confirming the fact with full particulars by letter to the railway company's local agent.

Bulk consignments. How to sign for them And even when a consignment of goods is, to all outward appearances, in good condition, it is advisable for the consignee to add to his signature the words "Contents unexamined," so that if it is discovered, when the consignment is unpacked, that the goods have been damaged, or a part of them pilfered during transit, the company cannot refuse the claim on the ground that the consignment was in apparent good condition when delivered and a clear signature to that effect obtained by them.

Reason for guarded signature It invariably happens that when a clear signature is given for a consignment of goods, and it is afterwards discovered that a damage or a pilferage has taken place during transit, the rail-

way company refuse a claim on the ground that the consignment *passed all hands without remark; and as nothing was noticed amiss at the time of delivery, no proof exists that the damage or pilferage claimed for occurred whilst the goods were in their possession, and as a clear signature was given they can accept no liability whatever.*

As a matter of fact, however, the signature is given to the railway company merely as an acknowledgment of the receipt of the consignment, not as a guarantee that the contents of same is intact; but as the railway companies attach so much importance to the way in which a signature is given, it is well for the general public to protect themselves in the aforementioned manner, i.e. by appending to their signature the remark, "Contents unexamined," or, of course, making a note of it beside their signature when anything of a suspicious nature is detected.

Small
parcels.
Greater
precaution
needed The foregoing remarks refer more particularly to bulk consignments, for it is necessary to use greater precaution with small parcels, and if traders act upon the following suggestion they will find that matters will be greatly facilitated when any dispute arises as to goods being damaged or pilfered during transit.

They should be weighed immediately on receipt After a small parcel has been externally examined and the condition of it noted, the consignee should immediately weigh its *gross weight* over his own scales in the presence of the railway company's carman, and then insert against his signature in the railway company's book, or on the sheet as the case may be, the *exact gross weight* of the parcel when delivered to him.

Reason why The object of this is to enable the consignee to substantiate his claim if it is discovered on unpacking that a pilferage has taken place during transit, for if some of the goods had been stolen during the time the parcel was in the possession of the railway company it would naturally weigh *less* when delivered to him than it did when handed to the railway company by sender; and by a comparison of the weight of the package when received by consignee and the weight of the package recorded at sending station (on which weight carriage will have been charged) it could be shown that a pilferage had occurred.

Illustration For the purpose of illustration, and in order to show the value of the foregoing suggestion, suppose that A dispatched to B a parcel containing forty 1-lb. packets of tea, and the package and packing weighed 10 lb., the gross weight of the

parcel when handed to the railway company would be, of course, 50 lb., and the company would charge carriage on that weight. Now suppose that eight of those 1-lb. packets of tea were stolen from the parcel during transit in such a manner as to avoid *outward detection*, it would be in apparent good condition when delivered to consignee, and in the ordinary course he would give a signature accordingly, and thus stand but very little chance of obtaining compensation from the railway company. But if he were to act in accordance with the above suggestion and weigh the parcel immediately it was delivered to him, he would naturally find that it scaled only 42 lb. Hence it could be proved that the parcel had been tampered with during transit, and he—the consignee—would be better able to support his claim. In such a case the difference in weight should be pointed out to the company at once.

Evidence in support of a claim should be preserved It sometimes happens that when a pilferage takes place during transit, a brick or a like article is inserted by the thief to make up for the weight of the goods extracted from the parcel, or the empty space is filled in with straw, or shavings, or some such foreign substance to prevent the other articles in the package from shaking about and the deficiency detected at receiving station.



In a case of this description the company should be communicated with at once, and the foreign substance handed to them, for with such a clue to work upon they are often able to trace the culprit and take such steps as will prevent a like occurrence.

Directly any discrepancy is discovered, the
Railway Company should be asked to inspect damage or pilferage railway company should be asked to send a representative to inspect such irregularity, so that they shall have no chance to refuse the claim on the ground that no opportunity was given them to inspect the damage or pilferage complained of and so testify as to the correctness of the claim.

The slightest disregard of these rules is taken advantage of by the railway companies and given as a plausible pretext for refusing a claim.

Advice of arrival of goods It is the practice of a railway company to advise the consignees of the arrival of those consignments which the company does not, for reasons given in the next paragraph, deliver on their arrival at the receiving station.

The reason why a railway company does not deliver a particular consignment of goods may be that the consignee prefers to do his own cartage from the station so as to claim his rebate, or the consignee may reside

out of the district, in which case the company does not undertake to do the delivering.

After the receipt of such notification the goods should be cleared as quickly as possible as the railway company is permitted to charge a fee for demurrage or warehouse rent if the goods are not cleared within forty-eight hours from the time of arrival.

CORRESPONDENCE

Letters should be brief ALL letters addressed to railway companies should be as brief as possible and to the point.

If all the details are gone into and several questions asked in the first letter upon any particular subject it necessitates the railway company making exhaustive inquiries before they can reply fully to the letter. Therefore, in the first letter merely the most important fact, or facts, should be stated. If it be deemed necessary to ask the "why and wherefore" this can be done afterwards.

Number each letter Each letter should be numbered consecutively to facilitate tracing.

When a number is given the railway company will quote it in their reply, and further reference is thereby made easy.

In some cases an initial also should be used In large firms, where there are several correspondence offices, it will be found a further advantage to also use a letter, or the initial of the name of the office wherein

the letter is written, so that when the reply is received it will immediately be known for which office the communication is intended, as, for instance, M for manager's office, C, claims department, T for tracing department, and so on.

Give letters subject-headings so that it can be seen at a glance to what matter the letter refers.

Letters, Specimens of The following specimens of letters (which explain themselves) will more fully illustrate what is meant by the foregoing suggestions :—

60, CITY ROAD

LONDON,

February 10, 1905.

<p>Refer hereto (C. 265) in your reply.</p>

DEAR SIR,—

Thompson, Northampton, 6 cases oranges, hence 1st inst.

Above handed you 1st inst. F. Fisher signs. Consignee complains of non-arrival. Please explain cause of delay in delivery at your earliest.

Yours faithfully,

BLACKWELL, SAUNDERS & Co., LTD.

The Traffic Superintendent,

L. & N.W. Railway,

Broad Street Station,

London.

2, BROAD STREET,
NORTHAMPTON,
February 9, 1905.

Refer hereto (C. 26) in your reply.

DEAR SIR,—

Re 6 cases oranges marked "X.Y.Z." ex. London.

On the 1st inst. Messrs. Blackwell, Saunders & Co., Ltd., of 60, City Road, London, despatched to me per your line 6 cases oranges, marked "X.Y.Z." which have not yet been delivered. Kindly let me know if you have any trace.

Yours faithfully,
T. THOMPSON.

L. & N.W. Railway Company,
Goods Department,
Northampton.

CLAIMS, AND HOW TO MAKE THEM

Give full particulars of consignment WHEN making a claim upon a railway company, full particulars (i.e. sender's name, etc., marks, number of packages, and date of delivery) should be given to enable the railway company to trace their entry of the consignment upon which the claim is made, and get the claim under investigation without delay.

Illustration Suppose, for instance, the Mr. Thompson referred to in the letters given in the preceding chapter had his six cases of oranges delivered to him on the day after his complaint to the railway company of the non-arrival of the consignment (which by the way, would be the ninth day after the despatch), he would, if he were a cautious man, and if he acted in accordance with the suggestions contained in paragraph 1, page 15, carefully and superficially examine the

cases ; and, if they were in apparent good condition, sign for them after the following style :—

Received 10/2/05 ; T. Thompson.
Contents unexamined.

Then if, on unpacking, he found that the contents of the cases were in good condition, and intact, there would be nothing more to do so far as he and the railway company were concerned.

But, if the said Mr. Thompson found at the time of delivery that one or more of his cases of oranges had been damaged or pilfered, or both, during transit, he should sign for the consignment after the following fashion :—

Received 10/2/05 ; T. Thompson.
One case loose condition, only part full, and contents damaged.

Afterwards confirming the fact by a letter couched in the following terms :—

2, BROAD STREET,
NORTHAMPTON,
February 10, 1905.

Refer hereto (C. 26) in your reply.

DEAR SIR,—

Re 6 cases of oranges marked "X.Y.Z." ex. London.

I beg to confirm my complaint to your carman respecting the condition of the above consignment when delivered to me.

One case was only part full and the remainder of contents badly damaged.

Please investigate, as claim will follow.

Yours faithfully,
T. THOMPSON.

L. & N.W. Railway,
Northampton.

Then as soon as the full extent of the damage, or pilferage, or both, has been ascertained, the claim should be made thus :—

Specimen
Claim

13/2/05.

L. & N.W. Railway Co., Goods Department,
Northampton.

Dr. to T. THOMPSON,

FRUITREER, ETC.,

2, BROAD STREET,

NORTHAMPTON.

To value of 48 oranges missing, and 336 oranges damaged in transit, in 1 case—part lot of 6 cases marked "X.Y.Z." ex.

CLAIMS, AND HOW TO MAKE THEM 27

Blackwell, Saunders & Co., London, delivered to me 10th inst.

	<i>s.</i>	<i>d.</i>
48 oranges missing at 15s. per case	1	0
336 oranges damaged, at 15s. per case	7	0
	<hr/>	
	8	0
Less Salvage	2	0
	<hr/>	
	6	0

Refer hereto (C. 26) in your reply.

Please see my letters of 9th and 10th inst. Damaged goods are waiting your inspection.

Damages recoverable There is no definite rule to show what amount is recoverable as damages for goods lost or damaged during transit by rail—although railway companies maintain that they are only liable for the invoice price of the goods—but the full market value of the goods at the time and place at which they should have been delivered is the amount which can usually be recovered in an action in the County Court.

HOW RAILWAY COMPANIES DEAL WITH CLAIMS

OWING to the fact that railway companies conduct their business with the strictest secrecy that it is possible to exercise and command of their servants, very little is known by the general public, or even by those who have daily dealings with them, of the working of a railway from the inside.

For instance, very few of those who have made a claim upon a railway company for goods damaged, or lost, or pilfered, during transit, have the slightest knowledge of the various stages through which the claim has to pass before it is eventually paid or refused. A few facts in regard thereto may, therefore, be of interest at this juncture.

If it is discovered on arrival at receiving station that a consignment of goods has been damaged or pilfered during transit, the company's agent at that station immediately reports the matter both to headquarters and to the station from which the consignment

is invoiced, also to the junction station through which it may have passed during transit. Then little is done till the claim is sent in. Immediately this is in the hands of the company's local agent—to whom, as is generally known, the claimant should submit his claim—he attaches to it a copy of the original waybill from sending station, and a copy of each of the reports which he has previously sent out with regard to the condition of the consignment on arrival, also a further report known as a "Claims form" report, made out by himself, and then sends it to the company's agent at the sending station.

The "Claims form" just referred to is an ingenious document, and when filled up contains all the particulars in regard to the consignment. It is about the size of a sheet of foolscap, and on it are printed a series of questions which have to be answered by the company's agents at receiving and sending stations. Amongst the questions are these: Date and time of arrival of consignment; number of truck in which it was received; time of train by which the truck arrived; checker's name who unloaded the consignment on arrival; also his report—which questions have to be answered by the company's agent at the receiving station; and these questions: checker's name who received the

consignment on behalf of the company from the sender ; date of despatch ; time of despatch ; truck number into which loaded ; time of train by which forwarded ; and various others which have to be answered by the agent at the sending station.

When the document has been completed by the company's agent at the sending station, and he has added such further remarks as he may deem necessary, he then forwards the whole of the correspondence to the Chief Goods Manager of the line, who thereupon sets the wheels in motion with the object of finding out, if possible, when and where the damage occurred—if the claim be for damage—and who, if any one, is responsible ; or if it be for pilferage, the object is, of course, to find out who is the guilty party.

If the claim be for damage or loss, and the information thus elicited does not satisfy the Chief Goods Manager, he sends the claim and all the correspondence in connexion therewith in turn to each of the company's servants who had anything to do with the consignment for his further report, and, in his letter accompanying it, asks such questions as will bring forth the desired information. Or, if it is a case of pilferage, and the culprit cannot be traced by this means, the matter is then placed in the hands of one of the company's special

detectives—a large staff of whom is constantly employed by the railway companies, and consists chiefly of ex-police officers—whose duty it is to investigate such cases, and, if possible, bring the guilty party to book.

After all these formalities have been gone through, and the report of each of the officials is in the hands of the Chief Goods Manager, that gentleman passes the claim, together with all the correspondence respecting it, on to the Claims Committee—a special body of officials before whom every claim has to go—who, after hearing all the particulars, give instructions for the claim to be paid or refused, according to the evidence submitted to them.

POINTS OF LAW AFFECTING RAILWAY MATTERS

Railway companies are bound to carry A RAILWAY company is bound to carry all ordinary merchandise tendered to them during business hours for conveyance, although they may demand their charges, or part of them, to be paid in advance. If they refuse to carry the goods after their charges have been tendered to them action may be brought against them for such refusal.

But a railway company is *not* bound to carry goods of an explosive nature—such as gunpowder, oil of vitriol, etc.—or goods of an unusual weight, bulk or length. Nor can they be made to carry goods which are tendered to them at an unreasonable hour.

Counter-manding an order The sender of a consignment of goods may stop the delivery of it, or countermand the direction at any point of its journey—provided such instructions be given within a reasonable time—but the railway company have the right to make a reasonable charge for the extra trouble thus caused.

Such instructions should always be given in writing, or if given verbally—over the telephone or otherwise—should be confirmed by letter afterwards and an acknowledgment of the letter asked for.

Railway companies are bound to give reasonable facilities for transit Every railway company is, according to its respective powers, bound, by the Railway and Canal Traffic Act, 1854, to afford all reasonable facilities for the receiving and forwarding and delivery of merchandise:

Delay in transit But in the absence of a special contract to deliver within a specified time, a railway company will rarely, except under pressure, pay a claim for loss of sale, or deterioration in value of a consignment of goods delayed in transit, alleging that they are not liable for claims of a “consequential” nature.

Apart from any special contract, however, and provided that the consignment upon which a claim for delay is made was carried at the Company’s Risk, damages for such losses can usually be recovered in the County Court upon proof that the delay was unreasonable.

But *under no consideration whatever* will a railway company pay a claim for goods delayed in transit if such goods were consigned and carried at the Owner’s Risk

(See special report of a test case between Elliott & Sons v. G.W. Railway Company, page 57.)

Inherent A railway company will sometimes refuse
vice to accept liability for loss or damage to goods during transit, alleging that the loss or damage complained of was due to the inherent vice of the thing carried, and that they, therefore, are not liable.

The term "Inherent Vice" has been defined as "Evaporation and leakage of liquids and deterioration of perishable merchandise" (*Hudson v. Baxendale*).

Therefore, before withdrawing a claim against a railway company, the claimant should satisfy himself whether or not the damage to his goods was due to either of these causes.

If a railway company accept a consignment of brittle goods and does not at the same time give the sender notice that such goods can only be received and forwarded at the Owner's Risk, they cannot, in the event of the goods being damaged in transit and a claim arising, refuse the claim on the ground that the damage was due to the inherent vice of the goods carried, or that the damage was the inevitable consequence of their brittle nature. (See special report of an action between Dan O'Callaghan and the G.S. & W. Railway, where this judgment was given, page 68.)

Bad packing It frequently happens that when a consignment of goods is damaged during transit, and reaches its destination in a broken and loose condition, the railway company will endeavour to evade their responsibility by alleging that the package or packages were insufficiently secure, or unsafe, or not sufficiently strong to stand the journey. But if the contents of the packages have been correctly and fully described on the consignment note at the time of forwarding, and the company did not then make a complaint as to the insecurity of the package or packages, they cannot afterwards set up the plea that the goods were not securely packed, or that the packages were unsafe. It has been ruled that if a railway company considers a consignment of goods to be badly packed or insufficiently secured, it is their duty, as carriers, to refuse to convey the goods except at Owner's Risk. (See report of action between Dan O'Callaghan and G.S. and W. Railway Company, where this decision is given, page 68.)

Act of God This is a favourite plea used by railway companies as a plausible pretext for refusing to accept liability for goods lost or damaged during transit.

An "Act of God" has been defined as an event which

could not have been foreseen as reasonably likely to happen, or, if foreseen, could not have been prevented. Therefore, an "Act of God" must be something more than an accident arising from the normal state of the weather—it must be something abnormal, as, for instance, a storm of unusual severity, or an exceptionally severe frost.

A railway company is bound to use all ordinary precautions to protect goods entrusted to them from loss or damage. Therefore, if a consignment of goods is damaged by rain during transit owing to the truck in which the goods were carried being not properly sheeted, or a faulty sheet having been used, or a like cause, the railway company is liable, and the loss or damage cannot be said to be due to the inclemency of the weather—a circumstance over which the railway company has no control, or, in other words, "An Act of God."

Contract to carry is between railway company and sender Unless special arrangements are made to the contrary, the contract to carry is between the sender and the railway company to whom he delivered the goods for forwarding. But immediately the consignment of goods is handed to the railway company it becomes the property of the consignee (so far as the buyer and seller is concerned, unless the goods have been sent "on approval,"

in which case they are still the property of the sender), but so long as the consignment is in the possession of the railway company it is their property (so far as the general public is concerned), and the railway company is responsible for it.

Who should sue carriers The owner of the goods must take action. If the goods have been sold to consignee *he* is the party to sue the carrier. But if the goods have only been sent "on approval" the sender must sue.

Where a railway company should be sued A summons should be served upon the *contracting* company at their chief office, or nearest district office, and the summons should be taken out in the County Court of the district in which such office is situated.

What is meant by contracting company When a consignment of goods travels over one railway only, that company, of course, is both the "contracting" and the "delivering" company; but if the consignment travels over two or more railways, the company who accepts the goods from sender in the first place is the "contracting" company, and the company or companies who carry the goods after they have left the hands of the receiving company and deliver them to consignee are merely acting as the receiving or "contracting"

company's agents. Legal proceedings should therefore be taken against the *contracting company*.

Can the contract to carry be made with the delivering company? The contract to carry can be made with the delivering company, if the following method be adopted :—

Suppose A of Ashford (Kent) bought of B of Birmingham a consignment of goods consisting, we will say, of ten cases of hardware, the consignment would have to travel over, at least, two different railways.

Now, if A wished to place the entire responsibility for the safe delivery of that consignment with the delivering company (which would, of course, be the S.E. & C.D. Railway) he should instruct them by letter as follows :—

Specimen
letter,
making
the
delivering
company
the con-
tracting
company

10, HIGH STREET,
ASHFORD,
KENT,
February 10, 1905.

C. 40

DEAR SIR,—

Re 10 cases hardware, marked X.X.X.

Please collect (or receive,) from B of 2, Duke Street, Birmingham, 10 cases hardware, marked X.X.X., and deliver same to me at your earliest convenience. I enclose consignment note herewith.

Yours faithfully, A.

To Station Master,
S.E. & C.D. Railway,
Ashford.

Where a customer has a regular supply of goods at given periods, say once a week, it would not be necessary to give the railway company separate instructions for each lot. Instructions to collect and forward, or receive and forward, all future consignments until further notice would be sufficient. Of course if dates could be given it would be as well to mention them.

Sender should be notified And when the contract to carry is made with the delivering company, the consignee should acquaint the sender of the fact, so that he can act accordingly, and not hand the goods to the forwarding company until consignee's instructions have been received at sending station, or hold the goods till applied for by the railway company, as the case may be.

What is meant by "In transit" According to law a consignment of goods is deemed to be in course of transit from the time it is delivered to the railway company for transmission, and the transit does not end until the consignment is delivered to the consignee.

If a consignment of goods is refused by the consignee it continues to be in transit only so long as the company's responsibility as carriers lasts—i.e., forty-eight hours from the time of arrival at receiving station.

If a railway company wrongfully refuses to deliver a consignment of goods then the transit ends, and the

company is liable to an action at law for wrongful detention.

Undelivered goods It sometimes happens that a railway company is unable to deliver a consignment of goods on account of the fact that the address on the package or packages is insufficient, or consignee having removed from the address given. Or the consignment may be refused by consignee on account of charges, or goods being not according to order, or from some other cause.

Whenever a railway company is unable to deliver a consignment from either of these causes it is usual for them to acquaint the sender of the fact and ask for his instructions as to disposal of the goods.

Instructions as to disposal of refused goods Instructions as to the disposal of such consignments should be given at the earliest possible moment, as the company's liability as carriers ceases at the expiration of forty-eight hours from the time of arrival of the goods at receiving station, and the company then becomes merely bailees for reward, with the responsibility of warehousemen only.

Carriers' right of lien The majority of railway companies insert on their consignment notes a condition to this effect :—

“ All goods delivered to the company will be re-

ceived and held by them subject to a lien for money due to them for the carriage of and other charges upon such goods, and also to a general lien for any other moneys due to them from the owners of such goods, upon any account, and in case any such lien is not satisfied within a reasonable time from the date upon which the company first gave notice to the owners of the goods of the exercise of the same, the goods may be sold by the company by auction or otherwise, and the proceeds of sale applied to the satisfaction of every such lien and expenses."

But a railway company *cannot enforce such a condition* as their right of lien is limited, and, strictly speaking, refers only to persons carrying goods in their own trucks.

They cannot detain a consignment of goods until the balance of a previous account is paid.

If the consignee refuses to pay the charges, the railway company may refuse to deliver the goods, and in such a case their remedy is either to acquaint sender of the fact and ask for his instructions, or to deliver the consignment to consignee and sue him for the amount of carriage.

Defective premises and rolling stock	A railway company is bound to keep its premises and rolling stock in good repair, so as to ensure the safety of goods entrusted
---	---

to them for conveyance. Thus, if a consignment of goods be lost or damaged through the wagon in which it is carried being defective, or through the warehouse in which it is stored being insecure, the company is liable.

HOW TO CHECK RAILWAY CHARGES GOODS ACCOUNTS

Difficult ^{to} THE checking of a railway carriage account understand is often a puzzling task, and as a rule can be undertaken only by those who have been trained in a railway office, or specially instructed in this branch of commercial work. The many different charges are perplexing to the ordinary clerk, and the merchant is often entirely at the mercy of the railway company. This chapter is therefore intended to simplify matters.

Specimen ^{goods} A railway "Goods" account is usually account made out after the following style (see specimen, page 44).

First check receipt of each consignment Now the first thing to be done in checking this account is to find out whether all the goods upon which carriage has been charged were received in due course. To ascertain this with the least possible delay it is necessary to keep a record of all goods received from a railway company.

Specimen A book ruled after the following style is
goods convenient for this purpose (see page 45).
received
book

SPECIMEN ACCOUNT.

READING STATION,
August 1, 1905

MESSRS. SAUNDERS & Co.,
76—90, OXFORD ST.,
READING.

Dr. to THE GREAT WESTERN RAILWAY CO.

For the Conveyance of Merchandise by Goods Train from July 1 to July 31, 1905.

Date.		From	Goods.	Weight.				Rate.	Rail Charge.		Collection.		Paid on	De- livery	Total.						
				tons	cwt.	qrs.	lbs.		£	s.	d.	s.	d.		s.	d.	£	s.	d.		
July	1	London	20 Bales Paper	1	1	2	1 0 0	8/9	0	8	9	4	9		1	7	0	16	1		
"	3	"	10 Bags Sugar	0	1	2	1 0 0	8/4	0	8	9	3	9		1	4	0	13	5		
"	9	"	20 Bxs. Butter	0	1	13	0 0 0	10/6	0	8	6	3	9		1	1	0	10	3		
"	11	"	40 " Hams	2	2	12	0 0 0	10/-	1	6	2	10	11		1	4	2	1	7		
"	12	"	40 " Cheese	1	3	0	0 0 0	10/-	0	13	0	5	5		2	0	0	4	3		
"	18	"	5 c/s Salmon	0	0	5	1 0 0	10/-	0	2	8	1	1		0	0	0	4	3		
"	18	Liverpool	10 c/s Eggs	1	0	0	0 0 0	41/4	2	1	4				2	1	4	1	0		
"	19	"	5 " "	0	10	0	0 0 0		1	0	8				2	1	0	8			
"	23	"	10 " "	1	0	0	0 0 0		2	1	4				2	1	4	1	0		
"	26	Bristol	10 Bxs. Bacon	3	2	2	0 0 0	22/11	3	11	8				3	11	8	3	11	8	
"	29	"	10 " "	3	6	0	0 0 0	"	3	15	8				3	15	8	3	15	8	
"	30	"	10 Bales "	1	1	1	0 0 0	"	1	4	4				1	4	4	1	4	4	
																	19	1	2		

SPECIMEN

Date,	From.	Carrier.	No. of Pkgs.	Description of Goods. <small>or</small>	Weight.	By whom received.	Remarks. <small>* State here in what condition received.</small>

By reference to this book it can be seen at a glance whether the goods were duly received.

Deduct erroneous entries It sometimes happens that a trader finds an item charged to his account in error. When such errors are discovered the item should, of course, be deducted and the remark "no trace" placed against the entry.

Next check weight We now proceed to check the weight and charges on the consignments which were received.

The first thing we have to consider is whether the weight for which carriage has been charged is correct. This information is quickly ascertained either from the "Goods received" book already referred to, or by reference to sender's invoice. (It should here be noted that a railway company charges carriage on the *gross* weight of the consignment.)

Then the rate Our next step is to find out whether the rate charged is the correct one.

It would be impossible to give a table of rates as they vary according to the nature of the goods carried and from other considerations, but a railway company is bound by law to quote the rate for any class of merchandise between any given points upon application being made to them.

Rail charges The rate having been ascertained from the railway company (and tabulated, or the quotation filed for future reference) the correct rail-charge can be told in a moment by reference to the scale given at the end of this book.

Collection Our next item is the "Collection" charge. If the sender puts the goods on rail there would, of course, be no "Collection" charge, but if the railway company collects the goods from sender the charge for such service (in London, and within usual limits) is as follows :—

Class	.	.	1	2	3	4	5
Per ton	.	.	3/9	4/2	5/-	5/10	6/8

Paid on The item (if any) shown in this column on a railway account represents charges PAID OUT by the railway company to the party who puts the goods on rail—such as charges paid to an outside cartage agent for independent services.

If they are thought to be incorrect, application should at once be made to the railway company for an explanation of the item.

Delivery When a railway company delivers a consignment from the receiving station to the

consignee's warehouse they usually charge for delivery at the following rate :—

Class . .	1	2	3	4	5
Per ton . .	1/4	1/8	2/-	2/6	3/4

and the amount is shown in the "delivery" column. In some towns the rates for delivery are a trifle lower than these, but the correct charge can be ascertained on application.

Some rates include both Coll. and Del. Some "local" and most "through" rates include both collection and delivery. When such is the case no charge for collection or delivery should be made by the railway company.

Total The amounts shown in this column are, of course, the totals of the "rail," "collection," "paid on," and "delivery" charges on each consignment; and having checked each item on the account, we next test the casting of the "total" column.

We have now finished checking our account so far as the actual charges are concerned, but we have yet another very important matter to deal with—namely, the "rebate."

Rebate As stated above, many rates include both collection and delivery. Therefore, if a consignment of goods is charged at a rate which includes both these services and the railway company performs

the collection service only, and the consignee the delivery service (that is to say, carts his own goods from the receiving station), he—the consignee—is entitled to a refund in the charges. This is known as “rebate.”

In our specimen account we have in all twelve different consignments.

We will assume that the first six were both collected and delivered by the railway company—and they have charged accordingly as the rates charged do not include either collection or delivery:

We will also assume that the last six consignments were carted by our own teams from the station to our warehouse. Therefore, as these were charged at a rate which included both collection and delivery, and as the railway company performed the collection service only, we are entitled to rebate at the following rate:—

Class . . .	1	2	3	4	5
Per ton . . .	1/4	1/8	2/-	2/6	3/4

Thus it will be seen that as the carriage on the eggs from Liverpool has been charged at the third-class rate we are entitled to a rebate of 2s. per ton on each of the consignments from that station, and a rebate of 1s. 8d. per ton on the three consignments from Bristol as these were charged at the second-class rate.

Exceptional rates When a trader has large quantities of goods from any particular station a railway company will grant a cheap rate—usually much lower than the ordinary rate. These are known as “exceptional” rates, and the rebate on consignments so charged is usually allowable on the following scale:—

Class . . .	1	2	3	4	5
Per ton . .	1/4	1/6	1/6	1/8	2/-

PASSENGER ACCOUNT

Easier to check THE checking of charges for carriage of parcels carried by passenger train is a much simpler matter, there being as a rule only one item—i.e. the “rail charge”—to deal with, as the following specimen account will show (see page 52).

Keep record of all goods forwarded As will be seen, this account is for goods forwarded, and for the purpose of checking it we must keep a record of all parcels handed to the railway company in a book of this description (see page 53).

First check despatch of goods As with the “Goods” so with the “Passenger” account. The first thing we have to do is to find out whether each consignment was despatched by us.

Next check the charges Having checked the despatch of each parcel we now proceed to check the charge for carriage.

We know in a moment whether it is our rule to have our goods carried at the Company’s Risk or Owner’s Risk rate.

SPECIMEN "GOODS FORWARDED" BOOK

Date.	Consignee.	Station.	No. and description of Packages.	Carrier.	Received in good condi- tion by

This information having been obtained we make our calculation according to scale No. 1; if the parcel was carried at the Company's Risk, or if it was consigned at the Owner's Risk, we refer to scale No. 2 given below.

No. 1.

COMPANY'S RISK SCALE OF RATES

Miles.	WEIGHT NOT EXCEEDING														
	1 lb.	2 lbs.	3 lbs.	4 lbs.	5 lbs.	6 lbs.	7 lbs.	8 lbs.	9 lbs.	10 lbs.	11 lbs.	12 lbs.	13 lbs.	14 lbs.	15 lbs.
Up to 30	4d.	4d.	5d.	6d.	6d.	6d.	6d.	6d.	6d.	6d.	6d.	6d.	6d.	6d.	6d.
" " 50	4d.	4d.	5d.	6d.	6d.	6d.	8d.	8d.	8d.	8d.	8d.	8d.	9d.	9d.	9d.
" " 100	4d.	4d.	5d.	6d.	7d.	8d.	9d.	10d.	11d.	1/-	1/-	1/-	1/1	1/1	1/2
Above 100 miles . .	4d.	4d.	5d.	6d.	7d.	8d.	9d.	10d.	11d.	1/-	1/-	1/1	1/2	1/3	1/4
Stations on Scotch Railways { Up to 200	4d.	4d.	5d.	6d.	7d.	8d.	9d.	10d.	11d.	1/-	1/-	1/2	1/4	1/6	1/7
{ Above 200	4d.	4d.	5d.	6d.	7d.	8d.	9d.	10d.	11d.	1/-	1/-	1/2	1/4	1/6	1/8

	16 lbs.	17 lbs.	18 lbs.	19 lbs.	20 lbs.	21 lbs.	22 lbs.	23 lbs.	24 lbs.	Parcels above 24 lbs. in weight are charged "per lb." as under
Up to 30	6d.	6d.	6d.	6d.	6d.	6d.	6d.	6d.	6d.	1d. per lb.
" " 50	10d.	10d.	10d.	11d.	11d.	11d.	1/-	1/-	1/-	1d. " "
" " 100	1/2	1/3	1/3	1/4	1/4	1/5	1/5	1/6	1/6	1d. " "
Above 100 miles . .	1/5	1/6	1/7	1/8	1/9	1/10	1/11	2/-	2/-	1d. " "
Stations on Scotch Railways { Up to 200	1/8	1/9	1/9	1/10	1/10	1/11	1/11	2/-	2/-	1d. " "
{ Above 200	1/10	2/-	2/1	2/2	2/3	2/4	2/5	2/5	2/6	1 1/2d. " "

Fractions of a lb. to be charged as a lb.

PASSENGER ACCOUNT

55

No. 2.

OWNER'S RISK SCALE OF RATES

DISTANCE.	NOT EXCEEDING									
	1 lb.	2 lbs.	3 lbs.	4 lbs.	5 lbs.	6 lbs.	7 lbs.	8 lbs.	9 lbs.	10 lbs.
Not exceeding 30 miles	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.
Above 30 and not exceeding 50 miles	0 40	40 50	50 60	60 60	60 60	60 60	60 60	60 60	60 60	60 60
" 50 " " 100	0 40	40 50	50 60	60 60	60 60	60 60	60 60	60 60	60 60	60 60
" 100 " " 200	0 40	40 50	50 60	60 60	60 60	60 60	60 60	60 60	60 60	60 60
Above 200 miles	0 40	40 50	50 60	60 60	60 60	60 60	60 60	60 60	60 60	60 60
	11 lbs.	12 lbs.	13 lbs.	14 lbs.	15 lbs.	16 lbs.	17 lbs.	18 lbs.	19 lbs.	20 lbs.
	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.
Not exceeding 30 miles	0 60	60 60	60 60	60 60	60 60	60 60	60 60	60 60	60 60	60 60
Above 30 and not exceeding 50 miles	0 60	60 60	60 60	60 60	60 60	60 60	60 60	60 60	60 60	60 60
" 50 " " 100	0 60	60 60	60 60	60 60	60 60	60 60	60 60	60 60	60 60	60 60
" 100 " " 200	0 90	90 100	100 100	100 100	100 100	100 100	100 100	100 100	100 100	100 100
Above 200 miles	0 100	100 100	100 100	100 100	100 100	100 100	100 100	100 100	100 100	100 100
	21 lbs.	22 lbs.	23 lbs.	24 lbs.	25 lbs.	26 lbs.	27 lbs.	28 lbs.	29 lbs.	30 lbs.
	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.
Not exceeding 30 miles	0 60	60 60	60 60	60 60	60 60	60 60	60 60	60 60	60 60	60 60
Above 30 and not exceeding 50 miles	0 60	60 60	60 60	60 60	60 60	60 60	60 60	60 60	60 60	60 60
" 50 " " 100	0 90	90 90	90 90	90 90	90 90	90 90	90 90	90 90	90 90	90 90
" 100 " " 200	1 01	01 01	01 01	01 01	01 01	01 01	01 01	01 01	01 01	01 01
Above 200 miles	1 21	21 31	31 31	31 31	31 31	31 31	31 31	31 31	31 31	31 31
	31 lbs.	32 lbs.	33 lbs.	34 lbs.	35 lbs.	36 lbs.	37 lbs.	38 lbs.	39 lbs.	40 lbs.
	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.
Not exceeding 30 miles	0 60	60 60	60 60	60 60	60 60	60 60	60 60	60 60	60 60	60 60
Above 30 and not exceeding 50 miles	0 80	80 90	90 90	90 90	90 90	90 90	90 90	90 90	90 90	90 90
" 50 " " 100	1 01	01 11	11 11	11 11	11 21	21 21	21 21	21 31	31 31	31 31
" 100 " " 200	1 41	41 51	51 51	51 61	61 61	61 61	61 71	71 71	71 81	81 81
Above 200 miles	1 81	81 91	91 101	101 101	101 112	112 112	112 122	122 122	122 122	122 122
	41 lbs.	42 lbs.	43 lbs.	44 lbs.	45 lbs.	46 lbs.	47 lbs.	48 lbs.	49 lbs.	50 lbs.
	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.
Not exceeding 30 miles	0 60	60 60	60 60	60 60	60 60	60 60	60 60	60 60	60 60	60 60
Above 30 and not exceeding 50 miles	0 110	110 110	110 110	110 110	110 110	110 110	110 110	110 110	110 110	110 110
" 50 " " 100	1 41	41 51	51 51	51 51	51 61	61 61	61 61	61 61	61 71	71 71
" 100 " " 200	1 91	91 101	101 101	101 101	101 111	111 111	111 111	111 111	111 111	111 111
Above 200 miles	2 22	22 32	32 32	32 42	42 52	52 52	52 62	62 62	62 62	62 62
	51 lbs.	52 lbs.	53 lbs.	54 lbs.	55 lbs.	56 lbs.	Above 56 lbs.			
	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	s. d. s. d.	d. per lb.			
Not exceeding 30 miles	0 70	70 70	70 70	70 70	70 70	70 70	d. per lb.			
Above 30 and not exceeding 50 miles	1 11	11 11	11 21	21 21	21 21	21 21	d. per lb.			
" 50 " " 100	1 81	81 81	81 91	91 91	91 91	91 91	d. per lb.			
" 100 " " 200	2 22	22 22	22 32	32 32	32 42	42 42	d. per lb.			
Above 200 miles	2 82	82 92	92 102	102 102	102 112	112 112	d. per lb.			

Each item in this account having been
Total. tested, we have now to check the casting of
the "Total" column. This done, our task is over,
and we may rest assured that we are not paying more
than the legitimate charge for the carriage of our goods.

RECENT DECISIONS AFFECTING RAIL-
WAY LAW

RE "OWNERS' RISK" CONSIGNMENTS
DELAYED IN TRANSIT

READING COUNTY COURT

Thursday.—Before His Honour Judge the Hon. Arthur
Russell

The Responsibility of a Railway Company

JUDGE RUSSELL ON THE "OWNERS' RISK" CLAUSE

ELLIOTT AND SONS v. GREAT WESTERN RAILWAY COMPANY

MESSRS. ELLIOTT & SONS, LTD., joinery and moulding manufacturers, of Caversham, sued the Great Western Railway Company for £2 11s. 4d., being *loss incurred by the plaintiffs owing to the delayed delivery of goods by the defendant company.*

Mr. F. J. Churchill represented the plaintiffs, and Mr. D. H. Witherington appeared for the defendants.

Mr. Churchill, in stating his case, said that on July 4

his clients delivered to the defendants at the Reading station a case of mouldings, made to a special pattern, for consignment to a customer at Torquay, the customer requiring them to be delivered speedily. The goods, properly addressed, were accepted by the defendants to be forwarded by luggage train to Tor station. In the ordinary course a goods train would not take, at the outside, more than two days to reach Torquay. On July 17 the plaintiffs received a letter from their customers stating that they had not received the goods. Plaintiffs then sent to the G.W.R. offices at Reading about the matter, and kept on troubling them, day after day, until July 25, with no effect, when their customers wrote asking for a second set of mouldings, as the first had not arrived, and as they had to finish the work by the end of the month under a contract. Plaintiffs put men on the work at once, who had to work overtime to complete it in time. A letter was sent to the manager of the G.W.R. at Reading, informing him of what had been done. On July 28 they were told by the Company that the goods had reached Tor station, but that the consignee refused to accept them, because a second set was being made. At the Company's request they wired to Torquay, and their customer eventually agreed to accept the goods as they were in

proper condition. Plaintiffs then wrote to the manager stating that as the consignees had accepted the goods they would immediately stop the repeat order and would in due course forward him a statement of the extra cost incurred. Apparently, the local manager was willing to allow the claim, but on it being forwarded to the headquarters of the Company they repudiated all liability, and that was the reason for their bringing the case into court.

Mr. Witherington admitted the facts of the case, but denied liability.

His Honour : The Great Western Railway Company coming into this Court on a claim for £2 11s. ! I call it ridiculous.

Mr. Witherington : *But, your Honour, this is a question of principle.*

His Honour : Why are railway companies allowed to bully the public in this way ?

Mr. Witherington : *This is the reason. We have certain rates or tariffs ; one, if the customer chooses to accept, when we carry at our own risk, and the other, a lower rate, when the owner takes the risk.*


His Honour : Yes. You do what you like with their goods. That is what it comes to. For a lower tariff the customer allows them to do what they like.

Mr. Witherington : *The customer gets the advantage of a lower rate and takes the risk, or pays the higher rate and the Company takes the risk.*

His Honour : But is it any compensation to him if you can do what you like with the goods ? *This man sent the goods and they did not get to the place until twenty-four days after, and then the Company do not meet him in the matter, but come into Court to fight a claim of £2. I call it absurd and ridiculous.*

Mr. Witherington : *It is for the plaintiff to show wilful misconduct on my part.*

His Honour : *This is quite sufficient. A man delivers goods to you to deliver at Tor on July 3, and they don't arrive there until twenty-four days after. Is not that enough in itself ?*

 Mr. Witherington : *No. It was due to some accident. The label on the goods was lost.*

His Honour : There you are. There's always some accident. There is really too much licence allowed railway companies in my opinion.

Mr. Witherington explained that the matter had been carefully inquired into.

His Honour : No doubt the officials have done their best, but they shelter themselves behind a *clause which exonerates them from everything.*

Mr. Witherington : But it is perfect justice.

His Honour : No ; I don't think so.

His Honour expressed great disapproval of the contract by which the Company could do what it liked with the goods of the consignor—break them if they wished—who practically had no choice in the matter, and no remedy.

Mr. Witherington said that the plaintiffs, as business men, had for years taken advantage of the lower rates, and as soon as an accident occurred, they at once claimed for damages, although aware that they had sent the goods at their own risk.

His Honour replied that he thought Mr. Witherington should advise his clients to pay and have done with it. *Could they not meet the plaintiffs and settle the case ?*

Mr. Witherington said they could not, as it was a matter of principle.

His Honour : I cannot see any principle in this.

Mr. Witherington explained that the matter had been before a joint committee of all the railway companies in the Kingdom, and they said that the Company was not liable.

His Honour : *I am astonished to hear that they have arrived at such a conclusion on the facts of this case. The goods were not delivered for twenty-four days after they*

were consigned, owing to some muddle of the Company's officials, and yet they won't meet the plaintiffs in the matter. I think it is utterly unreasonable.

His Honour adjourned the case for a month, saying that considering the treatment the plaintiffs had received at the Company's hands the Company ought to have met them, and he hoped that Mr. Witherington would represent his strong views in that case, both to the G.W.R. Company and the joint committee. His Honour added that he strongly objected to the principle of the consignor taking all risks.

(Reprinted from the *Reading Standard*, dated June 11, 1904, by special permission of the editor.)

For a report of the judgment in this case see below.

RE "O.R." CONSIGNMENTS DELAYED IN TRANSIT

The "Owners' Risk" Case

THE case in which Messrs. Elliott & Sons, Ltd., of Caversham, sued the Great Western Railway Company for £2 11s. 4d., being expense incurred owing to delay in the delivery of goods by the defendant company,

which was adjourned from the last Court, came up again for decision.

It will be remembered that the goods were sent at the lower rate at owners' risk, and that the Company, therefore, denied all responsibility. At the previous hearing his Honour expressed the strong opinion that the Company ought to have met their customer in the matter, and adjourned the case in order that his views might be laid before the Company.

On Thursday Mr. C. E. Hewett appeared for Messrs. Elliott, and Mr. D. H. Witherington represented the Company.

Mr. Witherington quoted cases in which his Majesty's justices had expressed the opinion that the "owners' risk" clause was just and reasonable, and went on to say that his clients had taken the trouble to prepare a statement of the amount of goods carried for the plaintiffs during the previous year, which showed that the plaintiffs had made a profit, by the lower rate, of £79.

His Honour pointed out that the Company had also made a good profit. Mr. Witherington was talking as if the Company was a sort of public benefactor.

Mr. Witherington said that the plaintiff was trying to get out of his contract and was grumbling over a slight loss, although last year alone he had made a

profit of £79 by taking advantage of the lower rate and taking the risk.

His Honour : I do not see where any question of profit comes in in this matter.

Mr. Witherington : It is a good bargain to the trader, not to the Company.

His Honour : Well, I think the Company gets the best of it.

Mr. Witherington submitted that his Honour was bound to direct that there had not been any evidence of gross misconduct on the part of the Company's servants, and therefore the Company was entitled to the verdict.

His Honour : I am afraid you are right. If the Company treated its customers properly it would meet them in cases of this sort. With all respect to the Lord Justices who decided these cases, in my opinion these conditions are quite unreasonable, because if the conditions hold good the Company are practically not responsible for anything at all, and with all respect to the Lord Justices I think it is a condition which should never have been sanctioned. I am compelled, sitting here in a humble County Court, to follow these decisions and must give judgment most reluctantly for the Company.

Defendants' costs were not allowed.

(Reprinted from the *Reading Standard*, dated July 2, 1904, by special permission of the editor.)

RE FURNITURE CONSIGNED AT "OWNERS' RISK"

Railway Consignors' Risk Case

JUDGMENT FOR THE RAILWAY COMPANY

Sheriff Salvesen on Tuesday issued an interlocutor giving judgment in the appeal by the North British Railway Company against a decision of Sheriff-Substitute Baillie in Hawick Sheriff Court. The case was one in which Andrew Munro, Hawick, sued the Company for compensation for damage to furniture in transit from Edinburgh to Hawick. *The defence was that the pursuer had signed a risk note relieving the Company, but the Sheriff-Substitute held that there should have been an alternative rate offered by the defenders for unpacked furniture if railway companies carried it.*

Sheriff Salvesen has reversed this decision, and assoilzied the defenders without expenses to either party. The decision is important as it affects all the railway companies in the United Kingdom, and this is the first judgment delivered on the point by a Sheriff-Principal.

His Lordship says that the defenders produced a contract under which they received the goods, and in terms

of which only they said they would carry the same, and the company were entitled to assume that the man who signed it knew its contents. Parliament had wisely provided that the railway companies shall be liable for damages to goods which they carry, notwithstanding any declaration. A condition to the contrary provided that nothing was construed to prevent the companies making conditions as were "just and reasonable." It was argued that no condition should be held just and reasonable unless the company gave the consignor the choice of alternative carriage. He was unable to accept that view. He thought it would be unfortunate for the public if railway companies could not contract to carry such furniture on special terms, as the result would inevitably be that they would insist upon its being properly packed before it was delivered to them, which would probably involve an expenditure out of proportion to the actual risk which the consignor ran under present conditions.

Agent for the pursuer, Mr. James Barrie ; for the Railway Company, Mr. John R. Purdom.

Reprinted from the *Hawick Express*, dated November 25, 1904, by special permission of the editor.

RE "OWNERS' RISK" CONDITIONS

DEFINITION OF "WILFUL MISCONDUCT"

In regard to the question of Owners' Risk, the following remarks made by the judges in the case of *Forder v. Great Western Railway Company*, tried on June 23, 1905, may be of interest.

The Lord Chief Justice said : *There must be a deliberate act on the part of the person alleged to be guilty of wilful misconduct.* The language of Mr. Justice Johnson in "*Graham v. Belfast and Northern Counties Railway Company*," in which the cases on the point were very fairly summarized, could not be improved upon. He said (at page 19) :—" *The result of the judgments in the Court of Appeal in England in 'Lewis v. Great Western Railway Company,' and of the Divisional Court in 'Glenister v. Great Western Railway Company,' is, I think, that wilful misconduct in such a special condition means misconduct to which the will is party as contradistinguished from accident, and is far beyond any negligence, even gross and culpable negligence, and involves that a person wilfully misconducts himself who knows and appreciates that it is wrong conduct on his part in the existing circumstances to do, or fail or omit to do (as the case may be) a particular thing, and yet intentionally does, or fails or omits to do it,*

or persists in the act, failure, or omission regardless of consequences." The addition he would like to make to this would be to add the words, "*or acts in reckless ignorance, not caring for the result.*"

Mr. Justice Ridley agreed, and said he should like to refer to a passage from the judgment of Lord Justice Cotton in "*Lewis v. Great Western Railway Company*," although it had not been referred to in argument. He said (at page 213), in discussing wilful misconduct, "*there must be the doing of something which the person doing it knows will cause risk or injury, or the doing of an unusual thing with reference to the matter in hand, either in spite of warning or without care, regardless whether it will or will not cause injury to the goods carried or other subject-matter of the transaction.*"

These remarks are requoted from *The Times* of June 24, 1905, by special permission.

RE EGGS AT COMPANY'S RISK

DANIEL O'CALLAGHAN v. GREAT SOUTHERN AND WESTERN RAILWAY

This was an action brought by Mr. Daniel O'Callaghan, Castleisland, for £1 1s. 6d. against the Great Southern and Western Railway Company, for

the price of eggs damaged in transit between Castle-island and Warrington.

Mr. B. Roche, B.L. (instructed by Mr. Meredith), appeared for plaintiff ; Mr. J. O'Mahony, B.L. (instructed by Mr. Morphy, solicitor), defended.

It appeared that the eggs were sent in cases, about 1,300 being in each case. The breakages in the cases varied from about fifteen to fifty.

For the defence it was held that the breakage was reasonable considering the inherent qualities of the eggs, and could not be prevented. They had used all possible care, and were not liable. They alleged defective packing.

For the plaintiffs, authority was cited showing that the burden of proof of defective packing lay upon the railway company, that they were bound to carry the goods with such, as if they themselves were the owners. It was clear that they had not exercised that care. They had not proved defective packing, and that consequently they were liable. *Council for plaintiff also pointed out the immense importance of this case, and of the carriers' liability for perishable articles such as eggs, to the public at large. Particularly it affected the traders in Ireland, who were fighting against tremendous competition in this particular line.*

His Honour, in giving judgment, said—In this case

the defendants are sued as common carriers for injury to boxes of eggs consigned by the plaintiff to them for carriage to Warrington. *As common carriers they are liable for any injury to the goods carried which did not arise either from the inherent value of the goods carried, or from the proved negligence of the plaintiff or his servants.* The defendants rely upon the cases of *Baldwin v. the London, Chatham and Dover Railway* (L.R., 9, Q.B.D., 582), and *Blower v. Great Western Railway Company* (L.R., 7 C.P., 655), as exempting them from liability for injury to the eggs, inasmuch as the injury was the natural and inevitable consequence of the brittle nature of the eggs and their natural liability to breakage even under the most careful handling in transit. *I am of opinion that Baldwin v. the London, Chatham and Dover Railway does not apply to this case, as the defendants had full notice that the boxes contained eggs, and, therefore, required careful handling. I am also of opinion that the number of eggs broken in transit was too large to be accounted for as the inevitable consequence of their brittle nature. I must draw the conclusion, from the large number of eggs broken, either that they were unskillfully packed by the plaintiff, or that they were carelessly handled by the defendants. The plaintiff is not bound to prove negligent handling by the defendants, but the defendants*

are bound to prove unskilful or improper packing by the plaintiff. They rely upon two pieces of evidence. First, it is proved that the boxes in which those eggs were consigned were not of the most modern and approved form of egg-boxes. I am of opinion, upon the cases cited, that as the defendants took delivery of the boxes, knowing they contained eggs, they cannot now say that the boxes were insufficient or unsafe. It was their duty, if they considered the boxes unsafe for the carriage of eggs, to refuse to accept them as carriers, except at owner's risk (Stuart v. Crowley, 2 Stark, 323 : Notara v. Henderson, L.R., 7 Q.B., 225, Munster v. S. E. Railway, 4 C.B. N.S., 676). Second, an empty egg box of the plaintiff's is produced, which has nails projecting inwards, obviously dangerous for the carriage of eggs. It is not proved that this box was used for the carriage of the eggs, the subject of this action. It is proved that the consignees of these eggs asked to have a representative of the London and North Western Railway to stand by whilst these boxes were unpacked. This representative did stand by, saw the boxes unpacked, counted the broken and cracked eggs and marked their position in the boxes. There is no evidence that he found anything defective either in the boxes or in the mode of packing. I am, therefore, drawn to the conclusion that the breakage

of eggs in this case was not due to any defect in packing, but must have been due to some incident in transit, for which the defendants are liable.

Reprinted from the *Kerry People*, dated April 30, 1904, by special permission of the editor.

The Carriage of Eggs

At the Kerry Assizes, before Mr. Justice Madden, Daniel O'Callaghan, egg merchant, Castleisland, sued the Great Southern and Western Railway Company to recover damages for loss sustained by him in the transit of eggs. The case was tried some time ago at the Tralee Quarter Sessions, before County Court Judge Snow, who awarded the plaintiff £1 1s. 6d. damages and costs, and from this decision the defendants now appealed.

Mr. Hennessy, who appeared for the plaintiff, said that though the amount of damages claimed was not very large, an important principle was involved in the case as between traders and railway companies. The plaintiff said he consigned the eggs to Warrington over defendants' line, and he paid the higher rate for their carriage in order to ensure the safe transit and careful handling of the goods. The eggs were properly packed.

In reply to Mr. Mahony, who appeared for the defendants, witness said he knew of the new style of box used for eggs ;

it was called the "Coffin." (Laughter.) He would not use that class of box at all.

Mr. Horgison, representative of the firm in Warrington to whom the eggs were consigned, said the eggs appeared to have been properly and carefully packed, but on their arrival they were fearfully broken, so much so that he came to the conclusion that they must have been badly knocked about in transit.

An employee of the London and North Western Railway Company said that when the eggs arrived they were badly broken. He believed they must have been loosely packed and must have dashed together.

Patrick E. Mortimer, an employee of the defendants, said that on one occasion he was able to put his hand into a box of eggs packed for the plaintiff in Castle-island and take out two eggs. That suggested that the eggs were not properly packed.

Other evidence having been given, *Mr. Justice Madden held that in all the circumstances, especially having regard to the fact that the eggs were not consigned at the owner's risk rate, but at the risk of the company, the defendants were liable for the safe transit of the goods. He confirmed the decision of the Court below and allowed £6 witnesses' expenses.*

Reprinted from *The Grocer*, dated July 23, 1904.

INSURANCE CHARGES

Rates for INSURANCE of the undermentioned Articles when conveyed by GOODS or PASSENGER TRAIN :—

Class 1		Class 2		Class 3		Class 4	
1. Stamps	7. Plated Articles	14. Engravings	1. Glass of all kinds (Except as named in Class 4)	1. Pictures and Paintings	1. Plate Glass (in Plates exceeding 36 ft. superficial in size each).	2. Glass (Stained)	3. Glass (Silvered)
2. Maps	8. Coins, Gold and Silver	15. Trinkets	2. China from Manufacturers or Factors		4. Glass (Bent)	4. China (Other than or to Manufacturers or Factors)	
3. Silks, mixed, where Silk is more than 30 per cent. of the value	9. Gold and Silver Manufactured and Unmanufactured	16. Bank Notes	3. Precious Stones, Set or Unset				
4. Furs	10. Jewellery	17. Tide Deeds	4. Jewellery not from or to Manufacturers or Factors				
5. Cloaks	11. Watches	18. Bills of Exchange					
6. Timepieces	12. Gold and Silver Plate	19. Securities for Payment of money English or Foreign					
	13. Hand-Made Lace	20. Orders, Notes, or Securities for Payment of money English or Foreign					

DECLARED VALUE		Between all Stations in Great Britain (including the Isle of Wight)		Between Stations in Great Britain and (a) Ports in Ireland, when the carriage is by Road, and (b) The British Isles		Between Stations in Great Britain and (a) Ports in Ireland, when the carriage is by Road, and (b) Ports in Ireland, when the carriage is by Sea, and (c) Interior Stations in Ireland	
		Class 1	Class 2	Class 3	Class 4	Class 1	Class 2
Up to £25 inclusive	£. d.	£. d.	£. d.	£. d.	£. d.	£. d.	£. d.
Exceeding £25 but not exceeding £50 inclusive	0 3	0 6	1 3	2 6	5 0	1 0	2 0
" 50 "	0 6	1 0	2 6	5 0	7 6	2 0	4 0
" 75 "	0 9	1 6	3 9	7 6	15 0	3 0	6 0
" 100 "	1 0	2 0	5 0	10 0	22 6	4 0	8 0
" 125 "	1 3	2 6	6 3	12 6	30 0	5 0	10 0
" 150 "	1 6	3 0	7 6	15 0	37 6	6 0	12 0
" 175 "	1 9	3 6	8 9	17 6	45 0	7 0	14 0
" 200 "	2 0	4 0	10 0	20 0	52 6	8 0	16 0
" 225 "	2 3	4 6	11 3	22 6	60 0	9 0	18 0
" 250 "	2 6	5 0	12 6	25 0	67 6	10 0	20 0
" 275 "	2 9	5 6	13 9	27 6	75 0	11 0	22 0
" 300 "	3 0	6 0	15 0	30 0	82 6	12 0	24 0
" 325 "	3 3	6 6	16 3	33 0	90 0	13 0	26 0
" 350 "	3 6	7 0	17 6	36 0	97 6	14 0	28 0
" 375 "	3 9	7 6	18 9	39 0	105 0	15 0	30 0
" 400 "	4 0	8 0	20 0	42 0	112 6	16 0	32 0
" 425 "	4 3	8 6	21 3	45 0	120 0	17 0	34 0
" 450 "	4 6	9 0	22 6	47 6	127 6	18 0	36 0
" 475 "	4 9	9 6	23 9	50 0	135 0	19 0	38 0
" 500 "	5 0	10 0	25 0	52 6	142 6	20 0	40 0
of each additional £25 or part thereof "	5 3	10 6	25 6	56 0	150 0	21 0	42 0
						2 0	5 0
						3 0	6 0
						4 0	8 0
						5 0	10 0
						6 0	12 0
						7 0	14 0
						8 0	16 0
						9 0	18 0
						10 0	20 0
						11 0	22 0
						12 0	24 0
						13 0	26 0
						14 0	28 0
						15 0	30 0
						16 0	32 0
						17 0	34 0
						18 0	36 0
						19 0	38 0
						20 0	40 0
						21 0	42 0
						22 0	44 0
						23 0	46 0
						24 0	48 0
						25 0	50 0
						26 0	52 0
						27 0	54 0
						28 0	56 0
						29 0	58 0
						30 0	60 0
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						34 0	68 0
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						36 0	72 0
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						38 0	76 0
						39 0	78 0
						40 0	80 0
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						71 0	142 0
						72 0	144 0
						73 0	146 0
						74 0	148 0
						75 0	150 0
						76 0	152 0
						77 0	154 0
						78 0	156 0
						79 0	158 0
						80 0	160 0
						81 0	162 0
						82 0	164 0
						83 0	166 0
						84 0	168 0
						85 0	170 0
						86 0	172 0
						87 0	174 0
						88 0	176 0
						89 0	178 0
						90 0	180 0
						91 0	182 0
						92 0	184 0
						93 0	186 0
						94 0	188 0
						95 0	190 0
						96 0	192 0
						97 0	194 0
						98 0	196 0
						99 0	198 0
						100 0	200 0

No less charge than for £25. Articles exceeding £500 in value, to be subject to special arrangements. Parcels and Packages will not be accepted for Insurance unless they are fully addressed with the names and residences of the Consignees.

RETURNED EMPTIES BY PASSENGER TRAIN

SCALE OF CHARGES

Distance	Rate for a single package not exceeding 28 lbs.	Rate for a single package not exceeding 56 lbs., or a consignment of two or more packages which together do not exceed 56 lbs.	Rate for a single package not exceeding 84 lbs., or a consignment of two or more packages which together do not exceed 84 lbs.	Rate for a single package not exceeding 112 lbs., or a consignment of two or more packages which together do not exceed 112 lbs.
Not exceeding 25 miles	s. d. 0 3	s. d. 0 4	s. d. 0 5	s. d. 0 6
Above 25 and not exceeding 50 miles	0 4	0 5	0 6	0 7
" 50 " " 100 "	0 6	0 6	0 8	0 10
" 100 " " 150 "	0 6	0 7	0 10	1 1
" 150 " " 200 "	0 9	0 9	1 0	1 2
" 200 " " 250 "	0 9	0 9	1 1	1 3
" 250 " " 300 "	1 0	1 0	1 2	1 5
" 300 " " 350 "	1 0	1 0	1 3	1 6
" 350 miles	1 0	1 0	1 4	1 7

This Scale of Charges only to apply to Empties which on the outward journey were carried full between the same points by Passenger Train.

Maximum weight 112 lbs. Charges to be prepaid in all cases.

In no case will the charge for a returned Empty be more than for an ordinary parcel of the same weight.

This scale applies to the majority of railways and includes both collection and delivery (within the usual limits) at places where the companies perform such service.

RETURNED EMPTIES BY GOODS TRAIN

GENERAL SCALE OF CHARGES

Distance		To and from all Stations, except London. Per cwt.	To and from London. Per cwt.
	Miles	<i>s. d.</i>	<i>s. d.</i>
Not exceeding	25	0 4	0 6
Exceeding 25 but not exceeding	50	0 6	0 8
" 50 "	100	0 10	1 0
" 100 "	150	1 1	1 3
" 150 "	200	1 4	1 6
" 200 "	250	1 7	1 9
" 250 "	300	1 10	2 0
" 300 "	350	2 0	2 2
" 350 "	400	2 3	2 5
" 400 "	450	2 6	2 8
" 450 "	500	2 9	2 11
" 500 "	550	3 0	3 2
" 550 "	600	3 4	3 6
" 600 miles	—	3 8	3 10
Minimum charge up to	25	4d.	6d.
Above	25	6d.	8d.

No less charge than as for 56 lbs.

Including collection and delivery within usual limits.

Empty crates are charged double the above rates.

EXCEPTIONAL (SPECIAL) RATES TO THE ABOVE SCALE

Description of Traffic	25 miles	50 miles	75 miles	100 miles.	150 miles	200 miles
	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
Returned empty—						
Sacks	0 1½	0 2	0 3	0 4	0 4	0 4
Fish Packages	0 3	0 3	0 4	0 4	0 6	0 7
Meat or Vegetable Packages	0 4	0 6	0 9	0 9	1 0	1 1
Carboys	0 6	0 8	1 0	1 0	1 4	1 8

Description of Traffic.	250 miles	300 miles	350 miles	400 miles	Minimum Charge
	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
Returned empty—					
Sacks	0 5	0 5	0 6	0 6	} Per cwt. 0 3
Fish Packages . .	0 8	0 9	0 10	0 11	
Meat or Vegetable Packages . . . }	1 3	1 4	1 5	1 6	
Carboys	2 0	2 4	2 8	3 0	

These rates are all S. to S. with the exception of those for meat or vegetable empties which are C. and D.

NOTE.—Unless there is a special arrangement to the contrary between the Railway Company and the consignee, all empties must be *prepaid*.

SMALL PARCELS BY MERCHANDISE TRAIN

REGULATIONS

1. When a consignment of two or more packages (not exceeding 3 cwts.) is comprised of Merchandise in two or more classes of the Classification, the weight in each class is charged as a separate consignment, unless the charge on the total weight at the highest of such classes be less.
2. When a consignment of two or more packages (not exceeding 3 cwts.) from the same consignor to same consignee is comprised of Merchandise in one class of the Classification, the whole is charged as one consignment.
3. A package containing Merchandise in different classes of the Classification is charged at the rate applicable to the highest of such classes.
4. Weights over 3 cwts. are charged not less than the charge for 3 cwts.

5. Parcels from different consignors, or to different consignees, are charged separately.
6. If the consignor declines to declare to the Company the nature of the Merchandise consigned before or at the time when it is delivered to the Company for conveyance, the consignment is charged as if it were wholly composed of articles comprised in Class 5.
7. The Small Parcels Scale and Regulations do not apply to Returned Empties.
8. The Scale of Charges for Small Parcels by Merchandise Train is as follows :—

SMALL PARCELS BY MERCHANDISE TRAIN

Weight not Ex- ceeding	RATE PER TON												
	Up to 3/4	3/5 to 3/9	3/10 to 4/2	4/3 to 4/7	4/8 to 5/-	5/1 to 5/5	5/6 to 5/10	5/11 to 6/3	6/4 to 6/8	6/9 to 7/1	7/2 to 7/6	7/7 to 7/10	
c. q. lbs.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	
0 1 0	0 6	0 6	0 6	0 6	0 6	0 6	0 6	0 6	0 6	0 6	0 6	0 6	
0 1 14	0 6	0 6	0 6	0 6	0 7	0 7	0 7	0 7	0 7	0 7	0 7	0 7	
0 2 0	0 6	0 7	0 7	0 7	0 7	0 7	0 7	0 7	0 7	0 8	0 8	0 8	
0 2 14	0 7	0 7	0 7	0 7	0 7	0 7	0 7	0 7	0 7	0 8	0 8	0 8	
0 3 0	0 7	0 7	0 7	0 7	0 7	0 7	0 7	0 7	0 7	0 8	0 8	0 8	
0 3 14	0 7	0 7	0 7	0 7	0 7	0 7	0 7	0 7	0 7	0 8	0 8	0 8	
1 0 0	0 7	0 7	0 7	0 7	0 7	0 7	0 7	0 7	0 7	0 8	0 8	0 8	
1 0 14	0 8	0 8	0 8	0 8	0 8	0 8	0 8	0 8	0 8	0 9	0 9	0 9	
1 1 0	0 8	0 8	0 8	0 8	0 8	0 8	0 8	0 8	0 8	0 9	0 9	0 9	
1 1 14	0 8	0 8	0 8	0 8	0 8	0 8	0 8	0 8	0 8	0 9	0 9	0 9	
1 2 0	0 8	0 9	0 9	0 9	0 9	0 9	0 9	0 9	0 9	1 0	1 0	1 0	
1 2 14	0 9	0 9	0 9	0 9	0 9	0 9	0 9	0 9	0 9	1 0	1 0	1 0	
1 3 0	0 9	0 9	0 9	0 9	0 9	0 9	0 9	0 9	0 9	1 0	1 0	1 0	
1 3 14	0 9	0 9	0 10	0 10	0 10	0 10	0 10	0 10	0 10	1 1	1 1	1 1	
2 0 0	0 9	0 10	0 10	0 11	0 11	1 0	1 0	1 0	1 0	1 2	1 2	1 2	
2 0 14	0 10	0 10	0 10	0 11	0 11	1 0	1 0	1 0	1 0	1 2	1 2	1 2	
2 1 0	0 10	0 10	0 11	0 11	1 0	1 0	1 0	1 0	1 0	1 2	1 2	1 2	
2 1 14	0 10	0 10	0 11	1 0	1 0	1 0	1 0	1 0	1 0	1 2	1 2	1 2	
2 2 0	0 10	0 11	0 11	1 0	1 0	1 0	1 0	1 0	1 0	1 3	1 3	1 3	
2 2 14	0 11	0 11	1 0	1 0	1 1	1 1	1 1	1 1	1 1	1 4	1 4	1 4	
2 3 0	0 11	0 11	1 0	1 1	1 1	1 1	1 1	1 1	1 1	1 5	1 5	1 5	
2 3 14	0 11	0 11	1 0	1 1	1 2	1 2	1 2	1 2	1 2	1 5	1 6	1 6	
3 0 0	0 11	1 0	1 0	1 1	1 2	1 2	1 2	1 2	1 2	1 6	1 6	1 6	

Weight not Ex- ceeding	RATE PER TON												
	3/- to 3/4	3/5 to 3/9	3/10 to 3/2	3/3 to 3/7	3/8 to 10/-	10/1 to 10/5	10/6 to 10/10	10/11 to 11/3	11/4 to 11/8	11/9 to 12/1	12/2 to 12/6	12/7 to 12/11	
c. q. lbs.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	
0 1 0	0 6	0 6	0 6	0 6	0 6	0 7	0 7	0 7	0 7	0 7	0 7	0 7	
0 1 14	0 7	0 7	0 7	0 7	0 7	0 8	0 8	0 8	0 8	0 8	0 8	0 8	
0 2 0	0 8	0 8	0 8	0 8	0 8	0 9	0 9	0 9	0 9	0 9	0 9	0 9	
0 2 14	0 8	0 9	0 9	0 9	0 9	0 9	0 9	0 10	0 10	0 10	0 10	0 10	
0 3 0	0 8	0 9	0 9	0 9	0 9	0 10	0 10	0 10	0 10	0 11	0 11	0 11	
0 3 14	0 8	0 9	0 9	0 9	0 9	0 10	0 10	0 10	0 10	1 0	1 0	1 0	
1 0 0	0 8	0 9	0 9	0 9	0 9	0 10	0 10	0 10	0 10	1 0	1 0	1 0	
1 0 14	0 9	0 10	0 10	0 10	0 10	1 0	1 0	1 0	1 0	1 1	1 1	1 1	
1 1 0	0 9	0 10	0 10	0 10	0 10	1 0	1 0	1 0	1 0	1 1	1 1	1 1	
1 1 14	0 9	1 0	1 0	1 0	1 0	1 1	1 1	1 1	1 1	1 2	1 2	1 2	
1 2 0	1 0	1 1	1 1	1 1	1 1	1 2	1 2	1 2	1 2	1 4	1 4	1 4	
1 2 14	1 0	1 2	1 2	1 2	1 2	1 3	1 4	1 4	1 4	1 5	1 5	1 6	
1 3 0	1 0	1 2	1 2	1 2	1 2	1 4	1 4	1 4	1 4	1 6	1 6	1 6	
1 3 14	1 1	1 3	1 3	1 3	1 3	1 5	1 5	1 5	1 5	1 7	1 7	1 7	
2 0 0	1 2	1 4	1 4	1 4	1 4	1 6	1 6	1 6	1 6	1 8	1 8	1 8	
2 0 14	1 2	1 4	1 4	1 4	1 4	1 6	1 6	1 6	1 6	1 8	1 8	1 8	
2 1 0	1 2	1 5	1 5	1 5	1 5	1 7	1 7	1 7	1 7	1 9	1 9	1 9	
2 1 14	1 2	1 5	1 6	1 6	1 6	1 8	1 8	1 8	1 8	1 10	1 10	1 10	
2 2 0	1 3	1 6	1 7	1 7	1 7	1 9	1 9	1 9	1 9	1 11	2 0	2 0	
2 2 14	1 4	1 7	1 7	1 8	1 8	1 9	1 10	1 10	1 10	2 0	2 1	2 1	
2 3 0	1 5	1 7	1 8	1 9	1 9	1 10	1 11	1 11	1 11	2 2	2 2	2 2	
2 3 14	1 6	1 8	1 9	1 9	1 10	1 11	2 0	2 0	2 0	2 2	2 2	2 2	
3 0 0	1 6	1 9	1 9	1 10	1 10	2 0	2 0	2 1	2 2	2 3	2 3	2 4	

SMALL PARCELS BY MERCHANDISE TRAIN

Weight not Ex- ceeding	RATE PER TON											
	13/- to 13/4	13/5 to 13/9	13/10 to 14/2	14/3 to 14/7	14/8 to 15/-	15/1 to 15/5	15/6 to 15/10	15/11 to 16/3	16/4 to 16/8	16/9 to 17/1	17/2 to 17/6	17/7 to 17/11
c. q. lbs.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
0 1 0	0 7	0 7	0 7	0 7	0 7	0 7	0 7	0 7	0 7	0 7	0 7	0 7
0 1 14	0 8	0 8	0 8	0 8	0 8	0 8	0 8	0 8	0 8	0 8	0 8	0 8
0 2 0	0 9	0 9	0 9	0 9	0 9	0 10	0 10	0 10	0 10	0 10	0 10	0 10
0 2 14	0 10	0 10	0 10	0 10	0 10	0 11	0 11	0 11	1 0	1 0	1 0	1 0
0 3 0	0 11	1 0	1 0	1 0	1 0	1 0	1 0	1 1	1 1	1 1	1 1	1 1
0 3 14	1 0	1 1	1 1	1 1	1 1	1 1	1 2	1 2	1 2	1 2	1 2	1 2
1 0 0	1 0	1 1	1 1	1 1	1 1	1 2	1 2	1 2	1 2	1 3	1 3	1 3
1 0 14	1 1	1 2	1 2	1 2	1 2	1 3	1 3	1 3	1 3	1 4	1 4	1 4
1 1 0	1 1	1 3	1 3	1 3	1 3	1 4	1 4	1 4	1 4	1 5	1 5	1 5
1 1 14	1 2	1 4	1 4	1 4	1 4	1 6	1 6	1 6	1 6	1 7	1 7	1 7
1 2 0	1 4	1 6	1 6	1 6	1 6	1 7	1 7	1 8	1 8	1 9	1 9	1 9
1 2 14	1 6	1 7	1 7	1 7	1 7	1 8	1 9	1 9	1 9	1 10	1 10	1 10
1 3 0	1 6	1 8	1 8	1 8	1 8	1 9	1 10	1 10	1 10	1 11	1 11	1 11
1 3 14	1 7	1 9	1 9	1 9	1 9	1 10	1 11	1 11	1 11	2 0	2 1	2 1
2 0 0	1 8	1 10	1 10	1 10	1 10	2 0	2 0	2 0	2 0	2 2	2 2	2 3
2 0 14	1 8	1 11	1 11	1 11	1 11	2 1	2 1	2 2	2 2	2 3	2 3	2 4
2 1 0	1 9	2 0	2 0	2 0	2 0	2 2	2 2	2 3	2 3	2 4	2 5	2 5
2 1 14	1 10	2 1	2 1	2 2	2 2	2 3	2 4	2 4	2 5	2 5	2 6	2 7
2 2 0	2 0	2 2	2 2	2 3	2 3	2 4	2 5	2 5	2 6	2 7	2 7	2 8
2 2 14	2 2	2 3	2 3	2 4	2 5	2 5	2 6	2 7	2 7	2 8	2 9	2 9
2 3 0	2 3	2 4	2 4	2 5	2 6	2 6	2 7	2 8	2 8	2 9	2 10	2 11
2 3 14	2 4	2 5	2 5	2 6	2 7	2 8	2 8	2 9	2 10	2 10	2 11	3 0
3 0 0	2 5	2 6	2 6	2 7	2 8	2 9	2 9	2 10	2 11	3 0	3 0	3 1

Weight not Ex- ceeding	RATE PER TON											
	18/- to 18/4	18/5 to 18/9	18/10 to 19/2	19/3 to 19/7	19/8 to 20/-	20/1 to 20/5	20/6 to 20/10	20/11 to 21/3	21/4 to 21/8	21/9 to 22/1	22/2 to 22/6	22/7 to 22/11
c. q. lbs.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
0 1 0	0 7	0 7	0 7	0 7	0 7	0 8	0 8	0 8	0 8	0 9	0 9	0 9
0 1 14	0 8	0 8	0 8	0 8	0 8	0 9	0 9	0 9	0 9	0 10	0 10	0 10
0 2 0	0 10	0 10	0 10	0 10	0 10	1 0	1 0	1 0	1 0	1 1	1 1	1 1
0 2 14	1 0	1 0	1 0	1 0	1 0	1 1	1 1	1 1	1 1	1 2	1 2	1 2
0 3 0	1 1	1 1	1 1	1 1	1 1	1 2	1 2	1 2	1 2	1 3	1 3	1 3
0 3 14	1 2	1 2	1 2	1 2	1 2	1 4	1 4	1 4	1 4	1 5	1 5	1 5
1 0 0	1 3	1 4	1 4	1 4	1 4	1 6	1 6	1 6	1 6	1 7	1 7	1 7
1 0 14	1 4	1 5	1 5	1 5	1 5	1 7	1 7	1 7	1 7	1 9	1 9	1 9
1 1 0	1 5	1 6	1 6	1 6	1 6	1 8	1 8	1 8	1 8	1 10	1 10	1 10
1 1 14	1 7	1 8	1 8	1 8	1 8	1 10	1 10	1 10	1 10	2 0	2 0	2 0
1 2 0	1 9	1 10	1 10	1 10	1 10	2 0	2 0	2 0	2 0	2 2	2 2	2 3
1 2 14	1 10	1 11	1 11	1 11	1 11	2 2	2 2	2 3	2 3	2 4	2 4	2 5
1 3 0	1 11	2 0	2 0	2 0	2 0	2 4	2 4	2 4	2 4	2 7	2 7	2 8
1 3 14	2 2	2 2	2 3	2 3	2 3	2 5	2 5	2 6	2 6	2 9	2 9	2 10
2 0 0	2 3	2 4	2 4	2 5	2 5	2 7	2 7	2 8	2 8	2 9	2 9	2 10
2 0 14	2 4	2 5	2 6	2 6	2 7	2 8	2 9	2 9	2 10	2 10	2 11	2 11
2 1 0	2 6	2 6	2 7	2 7	2 8	2 10	2 10	2 11	2 11	3 0	3 0	3 1
2 1 14	2 7	2 8	2 8	2 9	2 10	2 11	3 0	3 0	3 1	3 2	3 2	3 3
2 2 0	2 8	2 9	2 10	2 10	2 11	3 1	3 1	3 2	3 2	3 3	3 4	3 4
2 2 14	2 10	2 11	2 11	3 0	3 0	3 2	3 3	3 3	3 4	3 5	3 5	3 6
2 3 0	2 11	3 0	3 1	3 1	3 2	3 3	3 4	3 4	3 5	3 6	3 7	3 8
2 3 14	3 1	3 1	3 2	3 3	3 3	3 5	3 6	3 7	3 7	3 8	3 9	3 9
3 0 0	3 2	3 3	3 3	3 4	3 5	3 7	3 7	3 8	3 9	3 10	3 10	3 11

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SMALL PARCELS BY MERCHANDISE TRAIN

	RATE PER TON												
Weight not Ex- ceeding	23/- to 23/4	23/5 to 23/9	23/10 to 24/2	24/3 to 24/7	24/8 to 25/-	25/1 to 25/5	25/6 to 25/10	25/11 to 26/3	26/4 to 26/8	26/9 to 27/1	27/2 to 27/6	27/7 to 27/11	
c. q. lbs.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	
0 1 0	0 9	0 9	0 9	0 9	0 9	0 10	0 10	0 10	0 10	0 11	0 11	0 11	
0 1 14	0 10	0 10	0 10	0 10	0 10	1 0	1 0	1 0	1 0	1 1	1 1	1 1	
0 2 0	1 1	1 1	1 1	1 1	1 1	1 2	1 2	1 2	1 2	1 3	1 3	1 3	
0 2 14	1 2	1 2	1 2	1 2	1 2	1 4	1 4	1 4	1 4	1 5	1 5	1 5	
0 3 0	1 3	1 4	1 4	1 4	1 4	1 6	1 6	1 6	1 6	1 7	1 7	1 7	
0 3 14	1 5	1 6	1 6	1 6	1 6	1 8	1 8	1 8	1 8	1 9	1 9	1 9	
1 0 0	1 7	1 8	1 8	1 8	1 8	1 10	1 10	1 10	1 10	1 11	1 11	1 11	
1 0 14	1 9	1 10	1 10	1 10	1 10	1 11	2 0	2 0	2 0	2 1	2 1	2 1	
1 1 0	1 10	2 0	2 0	2 0	2 0*	2 2	2 2	2 2	2 2	2 3	2 3	2 3	
1 1 14	2 0	2 2	2 2	2 2	2 3	2 3	2 4	2 4	2 4	2 5	2 5	2 5	
1 2 0	2 3	2 4	2 4	2 4	2 5	2 5	2 5	2 6	2 6	2 7	2 7	2 7	
1 2 14	2 5	2 5	2 6	2 6	2 7	2 7	2 7	2 8	2 8	2 9	2 9	2 9	
1 3 0	2 7	2 7	2 8	2 8	2 8	2 9	2 9	2 10	2 10	2 11	2 11	2 11	
1 3 14	2 8	2 9	2 9	2 10	2 10	2 11	2 11	3 0	3 0	3 1	3 1	3 2	
2 0 0	2 10	2 11	2 11	3 0	3 0	3 1	3 1	3 2	3 2	3 3	3 3	3 4	
2 0 14	3 0	3 0	3 1	3 1	3 2	3 2	3 3	3 4	3 4	3 5	3 5	3 6	
2 1 0	3 2	3 2	3 3	3 3	3 4	3 4	3 5	3 5	3 6	3 7	3 7	3 8	
2 1 14	3 3	3 4	3 4	3 5	3 6	3 6	3 7	3 7	3 8	3 9	3 9	3 10	
2 2 0	3 5	3 6	3 6	3 7	3 7	3 8	3 9	3 9	3 10	3 11	3 11	4 0	
2 2 14	3 7	3 7	3 8	3 9	3 9	3 10	3 11	3 11	4 0	4 1	4 1	4 2	
2 3 0	3 8	3 9	3 10	3 11	3 11	4 0	4 1	4 1	4 2	4 3	4 3	4 4	
2 3 14	3 10	3 11	4 0	4 0	4 1	4 2	4 2	4 3	4 4	4 5	4 5	4 6	
3 0 0	4 0	4 1	4 1	4 2	4 3	4 4	4 4	4 5	4 6	4 7	4 7	4 8	
	RATE PER TON												
Weight not Ex- ceeding	23/- to 23/4	23/5 to 23/9	23/10 to 23/2	23/3 to 23/7	23/8 to 30/-	30/1 to 30/5	30/6 to 30/10	30/11 to 31/3	31/4 to 31/8	31/9 to 32/1	32/2 to 32/6	32/7 to 32/11	
c. q. lbs.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	
0 1 0	0 11	0 11	0 11	0 11	0 11	1 0	1 0	1 0	1 0	1 0	1 0	1 0	
0 1 14	1 1	1 1	1 1	1 1	1 1	1 2	1 2	1 2	1 2	1 2	1 2	1 2	
0 2 0	1 3	1 3	1 3	1 3	1 3	1 5	1 5	1 5	1 5	1 5	1 5	1 5	
0 2 14	1 5	1 5	1 5	1 5	1 6	1 7	1 7	1 7	1 7	1 7	1 7	1 7	
0 3 0	1 7	1 7	1 7	1 8	1 8	1 9	1 9	1 9	1 9	1 10	1 10	1 10	
0 3 14	1 9	1 9	1 10	1 10	1 10	1 11	1 11	1 11	1 11	2 0	2 0	2 1	
1 0 0	1 11	2 0	2 0	2 0	2 0	2 2	2 2	2 2	2 2	2 3	2 3	2 3	
1 0 14	2 1	2 2	2 2	2 2	2 3	2 4	2 4	2 4	2 4	2 5	2 5	2 5	
1 1 0	2 3	2 4	2 4	2 4	2 5	2 6	2 6	2 6	2 6	2 7	2 8	2 8	
1 1 14	2 6	2 6	2 6	2 7	2 7	2 8	2 9	2 9	2 9	2 10	2 10	2 10	
1 2 0	2 8	2 8	2 8	2 9	2 9	2 11	2 11	2 11	3 0	3 0	3 0	3 1	
1 2 14	2 10	2 10	2 11	2 11	2 11	3 1	3 1	3 2	3 2	3 2	3 3	3 3	
1 3 0	3 0	3 0	3 1	3 1	3 2	3 3	3 3	3 4	3 4	3 5	3 5	3 6	
1 3 14	3 2	3 2	3 3	3 3	3 4	3 5	3 6	3 6	3 7	3 7	3 8	3 8	
2 0 0	3 4	3 5	3 5	3 6	3 6	3 8	3 8	3 9	3 9	3 10	3 10	3 11	
2 0 14	3 6	3 7	3 7	3 8	3 8	3 10	3 10	3 11	3 11	4 0	4 1	4 1	
2 1 0	3 8	3 9	3 9	3 10	3 11	4 0	4 1	4 1	4 2	4 2	4 3	4 3	
2 1 14	3 10	3 11	4 0	4 0	4 1	4 2	4 3	4 4	4 4	4 5	4 5	4 6	
2 2 0	4 0	4 1	4 2	4 2	4 3	4 5	4 5	4 6	4 6	4 7	4 8	4 8	
2 2 14	4 3	4 3	4 4	4 4	4 5	4 7	4 8	4 8	4 9	4 10	4 10	4 11	
2 3 0	4 5	4 5	4 6	4 7	4 7	4 9	4 10	4 11	4 11	5 0	5 1	5 1	
2 3 14	4 7	4 8	4 8	4 9	4 10	4 11	5 0	5 1	5 2	5 2	5 3	5 4	
3 0 0	4 9	4 10	4 10	4 11	5 0	5 2	5 2	5 3	5 4	5 5	5 5	5 6	

SMALL PARCELS BY MERCHANDISE TRAIN

		RATE PER TON											
Weight not Ex- ceeding		33/- to 33/4	33/5 to 33/9	33/10 to 34/2	34/3 to 34/7	34/8 to 35/-	35/1 to 35/5	35/6 to 35/10	35/11 to 36/3	36/4 to 36/8	36/9 to 37/1	37/2 to 37/6	37/7 to 37/11
		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
c. q. lbs.		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
0 1 0		1 0	1 0	1 0	1 0	1 0	1 1	1 1	1 1	1 1	1 1	1 1	1 1
0 1 14		1 2	1 2	1 2	1 2	1 2	1 3	1 3	1 3	1 3	1 4	1 4	1 4
0 2 0		1 5	1 5	1 5	1 5	1 5	1 6	1 6	1 6	1 6	1 7	1 7	1 7
0 2 14		1 7	1 7	1 7	1 7	1 7	1 8	1 8	1 8	1 8	1 9	1 9	1 9
0 3 0		1 10	1 10	1 10	1 10	1 10	1 11	1 11	1 11	1 11	2 0	2 0	2 0
0 3 14		2 1	2 1	2 1	2 1	2 2	2 2	2 2	2 2	2 3	2 3	2 3	2 3
1 0 0		2 3	2 4	2 4	2 4	2 4	2 5	2 5	2 5	2 5	2 6	2 6	2 6
1 0 14		2 5	2 6	2 6	2 7	2 7	2 7	2 7	2 8	2 8	2 8	2 9	2 9
1 1 0		2 8	2 9	2 9	2 9	2 9	2 10	2 10	2 10	2 11	2 11	2 11	3 0
1 1 14		2 11	2 11	2 11	3 0	3 0	3 0	3 1	3 1	3 1	3 2	3 2	3 3
1 2 0		3 1	3 2	3 2	3 2	3 3	3 3	3 3	3 4	3 4	3 5	3 5	3 5
1 2 14		3 4	3 4	3 4	3 5	3 5	3 6	3 6	3 7	3 7	3 7	3 8	3 8
1 3 0		3 6	3 7	3 7	3 7	3 8	3 8	3 9	3 9	3 10	3 10	3 11	3 11
1 3 14		3 9	3 9	3 10	3 10	3 10	3 11	3 11	4 0	4 0	4 1	4 1	4 2
2 0 0		3 11	4 0	4 0	4 1	4 1	4 2	4 2	4 3	4 3	4 4	4 4	4 5
2 0 14		4 2	4 2	4 3	4 3	4 4	4 4	4 5	4 5	4 6	4 6	4 7	4 7
2 1 0		4 4	4 5	4 5	4 6	4 6	4 7	4 7	4 8	4 9	4 9	4 10	4 10
2 1 14		4 7	4 7	4 8	4 8	4 9	4 9	4 10	4 11	4 11	5 0	5 0	5 1
2 2 0		4 9	4 10	4 10	4 11	4 11	5 0	5 1	5 1	5 2	5 3	5 3	5 4
2 2 14		4 11	5 0	5 1	5 1	5 2	5 3	5 3	5 4	5 5	5 5	5 6	5 7
2 3 0		5 2	5 3	5 3	5 4	5 5	5 5	5 6	5 7	5 7	5 8	5 9	5 10
2 3 14		5 4	5 5	5 6	5 7	5 7	5 8	5 9	5 9	5 10	5 11	6 0	6 0
3 0 0		5 7	5 8	5 8	5 9	5 10	5 11	5 11	6 0	6 1	6 2	6 2	6 3

		RATE PER TON											
Weight not Ex- ceeding		38/- to 38/4	38/5 to 38/9	38/10 to 39/2	39/3 to 39/7	39/8 to 40/-	40/1 to 40/5	40/6 to 40/10	40/11 to 41/3	41/4 to 41/8	41/9 to 42/1	42/2 to 42/6	42/7 to 42/11
		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
c. q. lbs.		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
0 1 0		1 1	1 1	1 1	1 1	1 1	1 3	1 3	1 3	1 3	1 3	1 3	1 3
0 1 14		1 4	1 4	1 4	1 4	1 4	1 6	1 6	1 6	1 6	1 6	1 6	1 6
0 2 0		1 7	1 7	1 7	1 7	1 7	1 9	1 9	1 9	1 9	1 9	1 9	1 9
0 2 14		1 9	1 10	1 10	1 10	1 10	2 0	2 0	2 0	2 0	2 0	2 0	2 0
0 3 0		2 0	2 1	2 1	2 1	2 1	2 3	2 3	2 3	2 3	2 3	2 3	2 4
0 3 14		2 3	2 4	2 4	2 4	2 4	2 6	2 6	2 6	2 6	2 6	2 7	2 7
1 0 0		2 6	2 7	2 7	2 7	2 7	2 9	2 9	2 9	2 9	2 10	2 10	2 10
1 0 14		2 9	2 9	2 10	2 10	2 10	3 0	3 0	3 0	3 0	3 1	3 1	3 1
1 1 0		3 0	3 0	3 1	3 1	3 1	3 3	3 3	3 3	3 3	3 4	3 4	3 4
1 1 14		3 3	3 3	3 4	3 4	3 4	3 6	3 6	3 6	3 7	3 7	3 8	3 8
1 2 0		3 6	3 6	3 6	3 7	3 7	3 9	3 9	3 9	3 10	3 10	3 10	3 11
1 2 14		3 9	3 9	3 9	3 10	3 10	4 0	4 0	4 0	4 1	4 1	4 2	4 2
1 3 0		3 11	4 0	4 0	4 1	4 1	4 3	4 3	4 3	4 4	4 4	4 5	4 5
1 3 14		4 2	4 3	4 3	4 4	4 4	4 6	4 6	4 7	4 7	4 8	4 8	4 8
2 0 0		4 5	4 6	4 6	4 7	4 7	4 9	4 9	4 10	4 10	4 11	4 11	5 0
2 0 14		4 8	4 8	4 9	4 10	4 10	5 0	5 0	5 1	5 1	5 2	5 2	5 3
2 1 0		4 11	4 11	5 0	5 0	5 1	5 3	5 3	5 4	5 4	5 5	5 5	5 6
2 1 14		5 2	5 2	5 3	5 3	5 4	5 6	5 6	5 7	5 7	5 8	5 9	5 9
2 2 0		5 4	5 5	5 6	5 6	5 7	5 9	5 9	5 10	5 10	5 11	6 0	6 0
2 2 14		5 7	5 8	5 9	5 9	5 10	6 0	6 0	6 1	6 2	6 2	6 3	6 4
2 3 0		5 10	5 11	6 0	6 0	6 1	6 3	6 3	6 4	6 5	6 5	6 6	6 7
2 3 14		6 1	6 2	6 2	6 3	6 4	6 6	6 6	6 7	6 8	6 9	6 9	6 10
3 0 0		6 4	6 5	6 5	6 6	6 7	6 9	6 9	6 10	6 11	7 0	7 0	7 1

SMALL PARCELS BY MERCHANDISE TRAIN

Weight not Ex- ceeding	RATE PER TON												
	43/- to 43/4	43/5 to 43/9	43/10 to 44/2	44/3 to 44/7	44/8 to 45/-	45/1 to 45/5	45/6 to 45/10	45/11 to 46/3	46/4 to 46/8	46/9 to 47/1	47/2 to 47/6	47/7 to 47/11	47/7 to 47/11
c. q. lbs.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
0 1 0	1 3	1 3	1 3	1 3	1 3	1 3	1 3	1 3	1 3	1 4	1 4	1 4	1 4
0 1 14	1 6	1 6	1 6	1 6	1 7	1 7	1 7	1 7	1 7	1 7	1 7	1 7	1 7
0 2 0	1 9	1 10	1 10	1 10	1 10	1 10	1 10	1 10	1 10	1 10	1 10	1 10	1 10
0 2 14	2 0	2 1	2 1	2 1	2 1	2 1	2 2	2 2	2 2	2 2	2 2	2 2	2 2
0 3 0	2 4	2 4	2 4	2 4	2 4	2 5	2 5	2 5	2 5	2 5	2 6	2 6	2 6
0 3 14	2 7	2 7	2 8	2 8	2 8	2 8	2 8	2 8	2 8	2 8	2 9	2 9	2 9
0 4 0	2 10	2 11	2 11	2 11	2 11	3 0	3 0	3 0	3 0	3 1	3 1	3 1	3 1
1 0 14	3 1	3 2	3 2	3 2	3 3	3 3	3 3	3 3	3 4	3 4	3 4	3 5	3 5
1 1 0	3 4	3 5	3 5	3 5	3 6	3 6	3 7	3 7	3 7	3 8	3 8	3 8	3 8
1 1 14	3 8	3 8	3 9	3 9	3 9	3 10	3 10	3 10	3 11	3 11	3 11	4 0	4 0
1 2 0	3 11	4 0	4 0	4 0	4 1	4 1	4 1	4 2	4 2	4 3	4 3	4 3	4 3
1 2 14	4 2	4 3	4 3	4 4	4 4	4 4	4 5	4 5	4 6	4 6	4 6	4 7	4 7
1 3 0	4 6	4 6	4 7	4 7	4 7	4 8	4 8	4 9	4 9	4 10	4 10	4 10	4 10
1 3 14	4 9	4 9	4 10	4 10	4 11	4 11	5 0	5 0	5 1	5 1	5 2	5 2	5 2
2 0 0	5 0	5 1	5 1	5 2	5 2	5 3	5 3	5 4	5 4	5 5	5 5	5 6	5 6
2 0 14	5 3	5 4	5 4	5 5	5 5	5 6	5 7	5 7	5 8	5 8	5 9	5 9	5 9
2 1 0	5 7	5 7	5 8	5 8	5 9	5 9	5 10	5 10	5 11	6 0	6 0	6 1	6 1
2 1 14	5 10	5 10	5 11	6 0	6 0	6 1	6 1	6 2	6 3	6 3	6 4	6 4	6 4
2 2 0	6 1	6 2	6 2	6 3	6 3	6 4	6 5	6 5	6 6	6 7	6 7	6 8	6 8
2 2 14	6 4	6 5	6 6	6 6	6 7	6 8	6 8	6 9	6 9	6 10	6 11	6 11	6 11
2 3 0	6 7	6 8	6 9	6 10	6 10	6 11	7 0	7 0	7 1	7 2	7 2	7 3	7 3
2 3 14	6 11	6 11	7 0	7 1	7 2	7 2	7 3	7 4	7 4	7 5	7 6	7 7	7 7
3 0 0	7 2	7 3	7 3	7 4	7 5	7 6	7 6	7 7	7 8	7 9	7 9	7 10	7 10

Weight not Ex- ceeding	RATE PER TON												
	48/- to 48/4	48/5 to 48/9	48/10 to 49/2	49/3 to 49/7	49/8 to 50/-	50/1 to 50/5	50/6 to 50/10	50/11 to 51/3	51/4 to 51/8	51/9 to 52/1	52/2 to 52/6	52/7 to 52/11	52/7 to 52/11
c. q. lbs.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
0 1 0	1 4	1 4	1 4	1 4	1 4	1 5	1 5	1 5	1 5	1 5	1 5	1 5	1 5
0 1 14	1 7	1 7	1 7	1 7	1 7	1 9	1 9	1 9	1 9	1 9	1 9	1 9	1 9
0 2 0	1 10	1 10	1 10	1 10	1 10	2 0	2 0	2 0	2 0	2 0	2 0	2 0	2 0
0 2 14	2 2	2 2	2 2	2 2	2 2	2 4	2 4	2 4	2 4	2 4	2 4	2 4	2 4
0 3 0	2 6	2 6	2 6	2 6	2 6	2 8	2 8	2 8	2 8	2 8	2 8	2 8	2 8
0 3 14	2 10	2 10	2 10	2 10	2 10	3 0	3 0	3 0	3 0	3 0	3 0	3 0	3 0
0 4 0	3 1	3 2	3 2	3 2	3 2	3 4	3 4	3 4	3 4	3 4	3 4	3 4	3 4
1 0 14	3 5	3 5	3 5	3 6	3 6	3 7	3 8	3 8	3 8	3 8	3 8	3 8	3 8
1 1 0	3 5	3 9	3 9	3 9	3 10	3 11	3 11	4 0	4 0	4 0	4 0	4 0	4 0
1 1 14	4 0	4 0	4 1	4 1	4 1	4 3	4 3	4 4	4 4	4 4	4 5	4 5	4 5
1 2 0	4 4	4 4	4 4	4 5	4 5	4 7	4 7	4 7	4 8	4 8	4 8	4 8	4 8
1 2 14	4 7	4 8	4 8	4 9	4 9	4 10	4 11	4 11	5 0	5 0	5 0	5 1	5 1
1 3 0	4 11	4 11	5 0	5 0	5 1	5 2	5 3	5 3	5 3	5 4	5 4	5 5	5 5
1 3 14	5 2	5 3	5 3	5 4	5 4	5 6	5 6	5 7	5 7	5 8	5 8	5 9	5 9
2 0 0	5 6	5 7	5 7	5 8	5 8	5 10	5 10	5 11	5 11	6 0	6 0	6 1	6 1
2 0 14	5 10	5 10	5 11	5 11	6 0	6 1	6 2	6 2	6 3	6 3	6 4	6 5	6 5
2 1 0	6 1	6 2	6 2	6 3	6 4	6 5	6 6	6 6	6 7	6 7	6 8	6 8	6 8
2 1 14	6 5	6 5	6 6	6 7	6 7	6 9	6 9	6 10	6 11	6 11	7 0	7 0	7 0
2 2 0	6 8	6 9	6 10	6 10	6 11	7 1	7 1	7 2	7 2	7 3	7 4	7 4	7 4
2 2 14	7 0	7 1	7 1	7 2	7 3	7 4	7 5	7 6	7 6	7 7	7 8	7 8	7 8
2 3 0	7 4	7 4	7 5	7 6	7 6	7 8	7 9	7 10	7 10	7 11	8 0	8 0	8 0
2 3 14	7 7	7 8	7 9	7 9	7 10	8 0	8 1	8 1	8 2	8 3	8 3	8 4	8 4
3 0 0	7 11	8 0	8 0	8 1	8 2	8 4	8 4	8 5	8 6	8 7	8 7	8 8	8 8

SMALL PARCELS BY MERCHANDISE TRAIN

Weight not Ex- ceeding	RATE PER TON													
	53/- to 53/4	53/5 to 53/9	53/10 to 54/2	54/3 to 54/7	54/8 to 55/-	55/1 to 55/5	55/6 to 55/10	55/11 to 56/3	56/4 to 56/8	56/9 to 57/1	57/2 to 57/6	57/7 to 57/11	57/8 to 57/11	57/9 to 57/11
c. q. lbs.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
0 1 0	1 5	1 6	1 6	1 6	1 6	1 6	1 6	1 6	1 6	1 6	1 6	1 6	1 6	1 6
0 1 14	1 9	1 10	1 10	1 10	1 10	1 10	1 10	1 10	1 10	1 10	1 10	1 10	1 10	1 10
0 2 0	2 0	2 2	2 2	2 2	2 2	2 2	2 2	2 2	2 2	2 2	2 2	2 2	2 2	2 2
0 2 14	2 4	2 6	2 6	2 6	2 6	2 6	2 6	2 6	2 6	2 6	2 6	2 6	2 6	2 6
0 3 0	2 8	2 10	2 10	2 10	2 10	2 10	2 10	2 10	2 10	2 10	2 10	2 10	2 10	2 10
0 3 14	3 0	3 2	3 2	3 2	3 2	3 2	3 2	3 2	3 2	3 2	3 2	3 2	3 2	3 2
1 0 0	3 4	3 6	3 6	3 6	3 6	3 6	3 6	3 6	3 6	3 6	3 6	3 6	3 6	3 6
1 0 14	3 8	3 10	3 10	3 10	3 10	3 11	3 11	3 11	3 11	3 11	3 11	3 11	3 11	3 11
1 1 0	4 0	4 2	4 2	4 2	4 2	4 3	4 3	4 3	4 3	4 3	4 3	4 3	4 3	4 3
1 1 14	4 5	4 6	4 6	4 6	4 6	4 7	4 7	4 7	4 7	4 7	4 7	4 7	4 7	4 7
1 2 0	4 9	4 10	4 10	4 10	4 11	4 11	4 11	4 11	4 11	4 11	4 11	4 11	4 11	4 11
1 2 14	5 1	5 2	5 2	5 2	5 3	5 3	5 4	5 4	5 4	5 4	5 4	5 4	5 4	5 4
1 3 0	5 5	5 6	5 6	5 6	5 7	5 7	5 8	5 8	5 8	5 8	5 8	5 8	5 8	5 8
1 3 14	5 9	5 10	5 10	5 11	5 11	5 11	6 0	6 0	6 0	6 0	6 0	6 0	6 0	6 0
2 0 0	6 1	6 2	6 2	6 3	6 3	6 4	6 4	6 4	6 4	6 4	6 4	6 4	6 4	6 4
2 0 14	6 5	6 6	6 6	6 7	6 7	6 8	6 8	6 8	6 8	6 8	6 8	6 8	6 8	6 8
2 1 0	6 9	6 10	6 10	6 11	6 11	7 0	7 0	7 0	7 0	7 0	7 0	7 0	7 0	7 0
2 1 14	7 1	7 2	7 2	7 3	7 3	7 4	7 4	7 4	7 4	7 4	7 4	7 4	7 4	7 4
2 2 0	7 5	7 6	7 6	7 7	7 7	7 8	7 8	7 8	7 8	7 8	7 8	7 8	7 8	7 8
2 2 14	7 9	7 10	7 10	7 11	8 0	8 0	8 1	8 1	8 1	8 1	8 1	8 1	8 1	8 1
2 3 0	8 1	8 2	8 2	8 3	8 4	8 4	8 5	8 5	8 5	8 5	8 5	8 5	8 5	8 5
2 3 14	8 5	8 6	8 6	8 7	8 8	8 8	8 9	8 9	8 9	8 9	8 9	8 9	8 9	8 9
3 0 0	8 9	8 10	8 10	8 11	9 0	9 1	9 1	9 1	9 1	9 1	9 1	9 1	9 1	9 1

Weight not Ex- ceeding	RATE PER TON													
	58/- to 58/4	58/5 to 58/9	58/10 to 59/2	59/3 to 59/7	59/8 to 60/-	60/1 to 60/10	60/11 to 61/8	61/9 to 62/6	62/7 to 63/4	63/5 to 64/2	64/3 to 65/-	65/1 to 65/10	65/11 to 66/8	66/9 to 67/6
c. q. lbs.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
0 1 0	1 6	1 6	1 6	1 6	1 6	1 7	1 7	1 7	1 7	1 7	1 7	1 7	1 7	1 7
0 1 14	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11	1 11
0 2 0	2 3	2 3	2 3	2 3	2 3	2 5	2 5	2 5	2 5	2 5	2 5	2 5	2 5	2 5
0 2 14	2 7	2 7	2 8	2 8	2 8	2 9	2 9	2 9	2 9	2 10	2 10	2 10	2 10	2 10
0 3 0	3 0	3 0	3 0	3 0	3 0	3 1	3 1	3 1	3 1	3 3	3 3	3 3	3 3	3 3
0 3 14	3 4	3 4	3 4	3 4	3 4	3 5	3 5	3 5	3 5	3 8	3 8	3 8	3 8	3 8
1 0 0	3 8	3 8	3 8	3 8	3 8	3 10	3 10	3 10	3 10	4 1	4 1	4 1	4 1	4 1
1 0 14	4 1	4 1	4 1	4 1	4 1	4 3	4 3	4 3	4 3	4 4	4 4	4 4	4 4	4 4
1 1 0	4 5	4 5	4 6	4 6	4 6	4 8	4 8	4 8	4 8	4 9	4 10	4 11	4 11	4 11
1 1 14	4 9	4 10	4 10	4 10	4 11	5 0	5 1	5 1	5 1	5 2	5 3	5 4	5 4	5 4
1 2 0	5 2	5 2	5 2	5 3	5 3	5 5	5 5	5 5	5 5	5 6	5 6	5 6	5 6	5 6
1 2 14	5 6	5 6	5 7	5 7	5 8	5 9	5 10	5 11	5 11	6 0	6 1	6 2	6 2	6 2
1 3 0	5 10	5 11	5 11	6 0	6 0	6 2	6 2	6 3	6 3	6 4	6 5	6 6	6 6	6 6
1 3 14	6 3	6 3	6 4	6 4	6 5	6 6	6 6	6 7	6 7	6 8	6 9	6 10	6 11	6 11
2 0 0	6 7	6 8	6 8	6 9	6 9	6 11	7 0	7 1	7 1	7 3	7 4	7 5	7 5	7 5
2 0 14	6 11	7 0	7 1	7 1	7 2	7 3	7 4	7 5	7 5	7 7	7 8	7 9	7 9	7 9
2 1 0	7 4	7 4	7 5	7 5	7 6	7 8	7 8	7 9	7 9	7 11	7 12	7 13	7 13	7 13
2 1 14	7 8	7 9	7 9	7 10	7 11	8 0	8 1	8 2	8 2	8 4	8 5	8 6	8 6	8 6
2 2 0	8 0	8 1	8 2	8 2	8 3	8 5	8 6	8 7	8 7	8 8	8 10	8 11	8 11	8 11
2 2 14	8 5	8 6	8 6	8 7	8 7	8 9	8 10	9 0	9 1	9 2	9 4	9 5	9 5	9 5
2 3 0	8 9	8 10	8 11	8 11	9 0	9 2	9 3	9 4	9 4	9 6	9 7	9 9	9 9	9 9
2 3 14	9 2	9 2	9 3	9 4	9 4	9 6	9 8	9 9	9 9	10 1	10 2	10 4	10 4	10 4
3 0 0	9 6	9 7	9 7	9 8	9 9	9 11	10 0	10 1	10 2	10 3	10 5	10 6	10 6	10 6

SMALL PARCELS BY MERCHANDISE TRAIN

		RATE PER TON													
Weight not Ex- ceeding	c. q. lbs.	65/11 to 66/8	66/9 to 67/6	67/7 to 68/4	68/5 to 69/2	69/3 to 70/-	70/1 to 70/10	70/11 to 71/8	71/9 to 72/6	72/7 to 73/4	73/5 to 74/2	74/3 to 75/-	75/1 to 75/10		
		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
0 1 0	1 7	1 7	1 7	1 7	1 7	1 7	1 9	1 9	1 9	1 9	1 10	1 10	1 10	1 10	1 10
0 1 14	1 11	1 11	1 11	1 11	1 11	1 11	2 4	2 4	2 4	2 4	2 4	2 4	2 4	2 4	2 4
0 2 0	2 5	2 5	2 5	2 5	2 5	2 5	2 7	2 7	2 7	2 7	2 9	2 9	2 9	2 9	2 9
0 2 14	2 10	2 10	2 10	2 10	2 10	2 10	3 1	3 1	3 1	3 1	3 3	3 3	3 3	3 3	3 3
0 3 0	3 3	3 3	3 4	3 4	3 4	3 4	3 7	3 7	3 7	3 7	3 9	3 9	3 9	3 9	3 9
0 3 14	3 8	3 8	3 10	3 10	3 10	3 10	4 1	4 1	4 1	4 1	4 3	4 3	4 3	4 3	4 3
1 0 0	4 2	4 2	4 3	4 3	4 3	4 4	4 7	4 7	4 7	4 8	4 9	4 9	4 9	4 10	4 10
1 0 14	4 7	4 7	4 8	4 8	4 9	4 9	5 0	5 0	5 1	5 1	5 2	5 3	5 3	5 3	5 3
1 1 0	5 0	5 0	5 1	5 1	5 2	5 2	5 5	5 5	5 5	5 6	5 7	5 8	5 8	5 9	5 9
1 1 14	5 5	5 5	5 6	5 6	5 7	5 8	5 10	5 11	6 0	6 0	6 1	6 2	6 2	6 2	6 2
1 2 0	5 10	5 10	5 11	5 11	6 0	6 1	6 4	6 4	6 5	6 5	6 7	6 7	6 7	6 8	6 8
1 2 14	6 3	6 3	6 4	6 4	6 5	6 6	6 9	6 10	6 10	6 11	7 0	7 1	7 1	7 2	7 2
1 3 0	6 8	6 8	6 9	6 9	6 10	6 11	7 2	7 2	7 3	7 4	7 5	7 6	7 6	7 7	7 7
1 3 14	7 1	7 1	7 2	7 2	7 3	7 4	7 7	7 7	7 8	7 9	7 10	7 11	8 0	8 1	8 1
2 0 0	7 6	7 6	7 7	7 7	7 8	7 9	8 1	8 2	8 3	8 4	8 5	8 6	8 6	8 7	8 7
2 0 14	7 11	7 11	8 0	8 1	8 2	8 3	8 6	8 7	8 8	8 9	8 10	8 11	9 0	9 0	9 0
2 1 0	8 3	8 3	8 5	8 6	8 7	8 8	8 11	9 0	9 1	9 2	9 4	9 5	9 5	9 6	9 6
2 1 14	8 8	8 8	8 10	8 11	9 0	9 1	9 4	9 6	9 7	9 8	9 9	9 10	9 11	9 11	9 11
2 2 0	9 1	9 1	9 3	9 4	9 5	9 6	9 10	9 11	10 0	10 1	10 3	10 4	10 5	10 5	10 5
2 2 14	9 6	9 6	9 8	9 9	9 10	10 0	10 3	10 4	10 6	10 7	10 8	10 9	10 11	10 11	10 11
2 3 0	9 11	9 11	10 1	10 2	10 3	10 5	10 8	10 10	10 11	10 11	11 0	11 2	11 3	11 4	11 4
2 3 14	10 4	10 4	10 6	10 7	10 9	10 10	11 1	11 3	11 4	11 6	11 7	11 9	11 10	11 10	11 10
3 0 0	10 9	10 9	10 11	11 0	11 2	11 3	11 7	11 8	11 10	11 11	12 1	12 2	12 4	12 4	12 4

		RATE PER TON													
Weight not Ex- ceeding	c. q. lbs.	75/11 to 76/8	76/9 to 77/6	77/7 to 78/4	78/5 to 79/2	79/3 to 80/-	80/1 to 80/10	80/11 to 81/8	81/9 to 82/6	82/7 to 83/4	83/5 to 84/2	84/3 to 85/-	85/1 to 85/10		
		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
0 1 0	1 10	2 0	2 0	2 0	2 0	2 0	2 2	2 2	2 2	2 2	2 2	2 2	2 2	2 2	2 2
0 1 14	2 4	2 6	2 6	2 6	2 6	2 6	2 8	2 8	2 8	2 8	2 8	2 8	2 8	2 8	2 8
0 2 0	2 9	2 11	2 11	2 11	2 11	2 11	3 2	3 2	3 2	3 2	3 2	3 2	3 2	3 2	3 2
0 2 14	3 3	3 5	3 5	3 5	3 5	3 5	3 8	3 8	3 8	3 8	3 8	3 8	3 10	3 10	3 10
0 3 0	3 9	3 11	3 11	3 11	3 11	3 11	4 3	4 3	4 3	4 3	4 3	4 3	4 5	4 5	4 5
0 3 14	4 4	4 5	4 5	4 5	4 5	4 5	4 9	4 9	4 9	4 9	4 9	4 9	4 11	4 11	4 11
1 0 0	4 10	4 11	4 11	4 11	5 0	5 0	5 3	5 3	5 3	5 3	5 3	5 3	5 6	5 6	5 6
1 0 14	5 4	5 4	5 5	5 5	5 5	5 5	5 9	5 9	5 10	5 10	5 10	5 10	6 0	6 0	6 0
1 1 0	5 9	5 10	5 11	5 11	5 11	6 0	6 3	6 3	6 4	6 4	6 4	6 4	6 6	6 6	6 6
1 1 14	6 3	6 4	6 5	6 5	6 5	6 6	6 9	6 9	6 10	6 11	6 11	6 11	7 1	7 1	7 1
1 2 0	6 9	6 10	6 10	6 11	6 11	7 0	7 3	7 3	7 4	7 5	7 5	7 5	7 7	7 7	7 7
1 2 14	7 3	7 3	7 4	7 4	7 5	7 6	7 9	7 9	7 10	7 11	8 0	8 0	8 1	8 1	8 1
1 3 0	7 8	7 9	7 10	7 11	8 0	8 3	8 3	8 3	8 4	8 5	8 6	8 6	8 8	8 8	8 8
1 3 14	8 2	8 3	8 4	8 5	8 6	8 9	8 10	8 10	8 11	8 11	9 0	9 0	9 2	9 2	9 2
2 0 0	8 8	8 9	8 10	8 11	9 0	9 3	9 4	9 4	9 5	9 6	9 6	9 6	9 9	9 9	9 9
2 0 14	9 1	9 2	9 3	9 4	9 6	9 9	9 10	9 11	10 0	10 0	10 1	10 1	10 3	10 3	10 3
2 1 0	9 7	9 8	9 9	9 10	9 11	10 3	10 4	10 4	10 5	10 6	10 7	10 7	10 9	10 9	10 9
2 1 14	10 1	10 2	10 3	10 4	10 5	10 9	10 10	10 11	11 0	11 0	11 1	11 1	11 4	11 4	11 4
2 2 0	10 6	10 8	10 9	10 10	10 11	11 3	11 4	11 4	11 5	11 6	11 8	11 8	11 10	11 10	11 10
2 2 14	11 0	11 1	11 3	11 4	11 5	11 9	11 10	11 11	12 1	12 1	12 2	12 3	12 5	12 5	12 5
2 3 0	11 6	11 7	11 9	11 10	11 11	12 3	12 4	12 5	12 7	12 7	12 8	12 9	12 11	12 11	12 11
2 3 14	11 11	12 1	12 2	12 4	12 5	12 9	12 10	12 11	13 0	13 1	13 2	13 3	13 6	13 6	13 6
3 0 0	12 5	12 7	12 8	12 10	12 11	13 3	13 4	13 5	13 6	13 7	13 9	13 9	14 0	14 0	14 0

SMALL PARCELS BY MERCHANDISE TRAIN

		RATE PER TON														
Weight not Ex- ceeding		85/11 to 86/8	86/9 to 87/6	87/7 to 88/4	88/5 to 89/2	89/3 to 90/-	90/1 to 90/10	90/11 to 91/8	91/9 to 92/6	92/7 to 93/4	93/5 to 94/2	94/3 to 95/-	95/1 to 95/10			
		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	
c. q. lbs.																
0 1 0		2 3	2 4	2 4	2 4	2 4	2 6	2 6	2 6	2 6	2 7	2 7	2 7	2 7	2 7	
0 1 14		2 10	2 10	2 10	2 10	2 11	3 1	3 1	3 1	3 1	3 2	3 2	3 2	3 2	3 2	
0 2 0		3 4	3 5	3 5	3 5	3 5	3 8	3 8	3 8	3 8	3 8	3 8	3 8	3 8	3 8	
0 2 14		3 11	3 11	3 11	3 11	3 11	4 2	4 3	4 3	4 3	4 3	4 3	4 3	4 3	4 3	
0 3 0		4 5	4 6	4 6	4 6	4 6	4 9	4 9	4 9	4 9	4 9	4 9	4 9	4 9	4 10	
0 3 14		5 0	5 0	5 0	5 0	5 0	5 3	5 3	5 3	5 3	5 3	5 3	5 3	5 5	5 5	
1 0 0		5 6	5 6	5 6	5 6	5 6	5 9	5 9	5 9	5 9	5 9	5 9	5 9	6 0	6 0	
1 0 14		6 0	6 1	6 1	6 1	6 1	6 5	6 5	6 5	6 5	6 5	6 5	6 5	6 8	6 8	
1 1 0		6 7	6 8	6 8	6 8	6 8	7 0	7 0	7 0	7 0	7 0	7 0	7 0	7 3	7 3	
1 1 14		7 1	7 2	7 3	7 3	7 3	7 7	7 7	7 7	7 7	7 7	7 7	7 7	7 11	7 11	
1 2 0		7 8	7 9	7 9	7 9	7 9	8 2	8 2	8 2	8 2	8 2	8 2	8 2	8 6	8 6	
1 2 14		8 2	8 3	8 4	8 4	8 4	8 8	8 9	8 10	8 10	8 10	8 10	8 10	9 1	9 1	
1 3 0		8 9	8 10	8 10	8 11	8 11	9 3	9 4	9 5	9 5	9 5	9 5	9 5	9 8	9 8	
1 3 14		9 3	9 4	9 5	9 6	9 6	9 10	9 11	10 0	10 0	10 0	10 0	10 0	10 3	10 3	
2 0 0		9 10	9 11	10 0	10 0	10 0	10 5	10 6	10 6	10 6	10 6	10 6	10 6	10 11	10 11	
2 0 14		10 4	10 5	10 6	10 7	10 7	10 11	11 0	11 1	11 1	11 2	11 2	11 2	11 6	11 6	
2 1 0		10 10	11 0	11 1	11 2	11 2	11 6	11 7	11 8	11 8	11 9	11 9	11 9	12 1	12 1	
2 1 14		11 5	11 6	11 7	11 8	11 8	12 1	12 2	12 3	12 4	12 4	12 4	12 4	12 8	12 8	
2 2 0		11 11	12 1	12 2	12 3	12 3	12 8	12 9	12 10	12 11	12 11	12 11	12 11	13 3	13 3	
2 2 14		12 6	12 7	12 8	12 10	12 10	13 2	13 4	13 5	13 6	13 7	13 7	13 7	13 10	13 10	
2 3 0		13 0	13 2	13 3	13 4	13 5	13 9	13 11	14 0	14 1	14 2	14 2	14 2	14 5	14 5	
2 3 14		13 7	13 8	13 10	13 11	14 0	14 4	14 5	14 7	14 8	14 9	14 9	14 9	15 1	15 1	
3 0 0		14 1	14 3	14 4	14 6	14 6	14 11	15 0	15 2	15 3	15 3	15 3	15 3	15 8	15 8	
		RATE PER TON														
Weight not Ex- ceeding		95/11 to 96/8	96/9 to 97/6	97/7 to 98/4	98/5 to 99/2	99/3 to 100/-	100/1 to 101/8	101/9 to 102/6	102/7 to 103/4	103/5 to 104/2	104/3 to 105/-	105/1 to 106/8	106/9 to 107/6	107/7 to 108/4	108/5 to 109/2	109/3 to 110/10
		s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
c. q. lbs.																
0 1 0		2 7	2 7	2 7	2 7	2 7	2 9	2 9	2 9	2 9	2 9	2 9	2 9	2 9	2 9	2 10
0 1 14		3 2	3 2	3 2	3 2	3 2	3 4	3 4	3 4	3 4	3 4	3 4	3 4	3 4	3 4	3 6
0 2 0		3 8	3 8	3 8	3 8	3 8	3 11	3 11	3 11	3 11	3 11	3 11	3 11	3 11	3 11	4 3
0 2 14		4 3	4 3	4 3	4 3	4 3	4 6	4 6	4 6	4 6	4 7	4 7	4 7	4 7	4 7	4 10
0 3 0		4 10	4 10	4 10	4 10	4 10	5 1	5 1	5 1	5 1	5 2	5 2	5 2	5 2	5 2	5 5
0 3 14		5 5	5 5	5 5	5 5	5 5	5 8	5 8	5 8	5 8	5 10	5 10	5 10	5 10	5 10	6 1
1 0 0		6 0	6 0	6 0	6 0	6 0	6 3	6 3	6 3	6 3	6 6	6 6	6 6	6 6	6 6	6 9
1 0 14		6 8	6 8	6 8	6 8	6 8	6 11	6 11	6 11	7 3	7 3	7 3	7 3	7 3	7 3	7 6
1 1 0		7 3	7 3	7 3	7 3	7 3	7 7	7 7	7 7	7 7	7 11	7 11	7 11	7 11	7 11	8 3
1 1 14		7 11	7 11	7 11	7 11	7 11	8 3	8 3	8 3	8 3	8 7	8 7	8 7	8 7	8 7	9 0
1 2 0		8 6	8 6	8 6	8 6	8 6	8 11	8 11	8 11	9 3	9 3	9 3	9 3	9 3	9 3	9 8
1 2 14		9 2	9 2	9 2	9 2	9 2	9 7	9 7	9 7	10 0	10 0	10 0	10 0	10 0	10 0	10 5
1 3 0		9 9	9 9	9 9	9 9	9 9	10 3	10 3	10 3	10 8	10 8	10 8	10 8	10 8	10 8	11 1
1 3 14		10 4	10 5	10 5	10 5	10 5	10 11	10 11	10 11	11 4	11 4	11 4	11 4	11 4	11 4	11 10
2 0 0		11 0	11 0	11 0	11 0	11 0	11 6	11 6	11 6	12 0	12 0	12 0	12 0	12 0	12 0	12 6
2 0 14		11 7	11 8	11 8	11 8	11 8	12 2	12 2	12 2	12 8	12 9	12 9	12 9	12 9	12 9	13 3
2 1 0		12 2	12 3	12 3	12 3	12 3	12 10	12 10	12 10	13 4	13 5	13 5	13 5	13 5	13 5	13 11
2 1 14		12 9	12 10	12 11	12 11	12 11	13 5	13 6	13 6	13 6	14 0	14 1	14 1	14 1	14 1	14 7
2 2 0		13 4	13 6	13 6	13 6	13 6	14 1	14 2	14 2	14 8	14 9	14 9	14 9	14 9	14 9	15 4
2 2 14		14 0	14 1	14 2	14 2	14 2	14 8	14 10	14 10	15 4	15 6	15 6	15 6	15 6	15 6	16 0
2 3 0		14 7	14 8	14 9	14 9	14 9	15 4	15 6	15 6	16 0	16 2	16 2	16 2	16 2	16 2	16 8
2 3 14		15 2	15 3	15 5	15 5	15 5	15 11	16 2	16 2	16 8	16 10	16 10	16 10	16 10	16 10	17 4
3 0 0		15 9	15 11	16 0	16 0	16 0	16 7	16 9	16 9	17 4	17 6	17 6	17 6	17 6	17 6	18 1

SMALL PARCELS BY MERCHANDISE TRAIN

Weight not Ex- ceeding	RATE PER TON												
	111/9 to 113/4	113/5 to 115/-	115/1 to 116/8	116/9 to 118/4	118/5 to 120/-	120/1 to 121/8	121/9 to 123/4	123/5 to 125/-	125/1 to 126/8	126/9 to 128/4	128/5 to 130/-	130/1 to 131/8	
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	
c. q. lbs.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	
0 1 0	2 10	2 10	2 11	2 11	2 11	3 1	3 1	3 1	3 1	3 2	3 2	3 2	
0 1 14	3 6	3 6	3 8	3 8	3 8	3 10	3 10	3 10	3 11	3 11	3 11	4 0	
0 2 0	4 3	4 3	4 5	4 6	4 6	4 7	4 7	4 8	4 8	4 9	4 9	4 10	
0 2 14	4 10	4 10	5 1	5 1	5 1	5 4	5 4	5 4	5 5	5 5	5 5	5 7	
0 3 0	5 5	5 5	5 8	5 8	5 8	5 11	5 11	5 11	6 1	6 1	6 1	6 4	
0 3 14	6 1	6 1	6 4	6 4	6 4	6 7	6 7	6 7	6 9	6 9	6 9	7 0	
1 0 0	6 9	6 9	7 0	7 0	7 0	7 3	7 3	7 3	7 6	7 6	7 6	7 9	
1 0 14	7 6	7 6	7 9	7 9	7 9	8 1	8 1	8 1	8 4	8 4	8 4	8 8	
1 1 0	8 3	8 3	8 6	8 6	8 6	8 10	8 10	8 10	9 2	9 2	9 2	9 6	
1 1 14	9 0	9 0	9 3	9 3	9 3	9 8	9 8	9 8	10 0	10 0	10 0	10 4	
1 2 0	9 8	9 8	10 0	10 0	10 0	10 5	10 5	10 5	10 9	10 9	10 9	11 2	
1 2 14	10 5	10 5	10 9	10 9	10 9	11 3	11 3	11 3	11 7	11 7	11 7	12 0	
1 3 0	11 1	11 1	11 6	11 6	11 6	12 0	12 0	12 0	12 5	12 5	12 5	12 10	
1 3 14	11 10	11 10	12 3	12 3	12 3	12 9	12 9	12 9	13 3	13 3	13 3	13 8	
2 0 0	12 6	12 6	13 0	13 0	13 0	13 6	13 6	13 6	14 0	14 0	14 0	14 6	
2 0 14	13 3	13 3	13 9	13 9	13 9	14 4	14 4	14 4	14 10	14 10	14 10	15 4	
2 1 0	14 0	14 0	14 6	14 6	14 6	15 1	15 1	15 1	15 7	15 8	15 8	16 2	
2 1 14	14 9	14 9	15 2	15 3	15 3	15 10	15 11	15 11	16 5	16 6	16 6	17 0	
2 2 0	15 5	15 5	15 11	16 0	16 0	16 7	16 8	16 8	17 2	17 3	17 3	17 10	
2 2 14	16 2	16 2	16 8	16 9	16 9	17 4	17 6	17 6	18 0	18 1	18 1	18 7	
2 3 0	16 10	16 10	17 4	17 6	17 6	18 1	18 3	18 3	18 9	18 11	18 11	19 5	
2 3 14	17 7	17 7	18 1	18 3	18 3	18 10	19 0	19 0	19 6	19 9	19 9	20 3	
3 0 0	18 3	18 3	18 10	19 0	19 0	19 7	19 9	19 9	20 4	20 6	20 6	21 1	

Weight not Ex- ceeding	RATE PER TON												
	131/9 to 133/4	133/5 to 135/-	135/1 to 136/8	136/9 to 138/4	138/5 to 140/-	140/1 to 141/8	141/9 to 143/4	143/5 to 145/-	145/1 to 146/8	146/9 to 148/4	148/5 to 150/-		
	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.		
c. q. lbs.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.		
0 1 0	3 2	3 3	3 3	3 3	3 3	3 4	3 4	3 4	3 4	3 5	3 5		—
0 1 14	4 0	4 1	4 1	4 1	4 2	4 2	4 2	4 3	4 3	4 4	4 4		—
0 2 0	4 10	4 11	4 11	5 0	5 0	5 1	5 1	5 2	5 2	5 3	5 3		—
0 2 14	5 8	5 8	5 9	5 10	5 10	5 11	6 0	6 0	6 0	6 0	6 0		—
0 3 0	6 4	6 4	6 7	6 7	6 7	6 9	6 9	6 9	6 10	6 10	6 10		—
0 3 14	7 0	7 0	7 3	7 3	7 3	7 6	7 6	7 6	7 8	7 8	7 8		—
1 0 0	7 9	7 9	8 0	8 0	8 0	8 3	8 3	8 3	8 6	8 6	8 6		—
1 0 14	8 8	8 8	8 11	8 11	8 11	9 2	9 2	9 2	9 6	9 6	9 6		—
1 1 0	9 6	9 6	9 9	9 9	9 9	10 1	10 1	10 1	10 5	10 5	10 5		—
1 1 14	10 4	10 4	10 8	10 8	10 8	11 0	11 0	11 0	11 4	11 4	11 4		—
1 2 0	11 2	11 2	11 6	11 6	11 6	11 11	11 11	11 11	12 3	12 3	12 3		—
1 2 14	12 0	12 0	12 5	12 5	12 5	12 10	12 10	12 10	13 3	13 3	13 3		—
1 3 0	12 10	12 10	13 3	13 3	13 3	13 9	13 9	13 9	14 2	14 2	14 2		—
1 3 14	13 8	13 8	14 2	14 2	14 2	14 8	14 8	14 8	15 1	15 1	15 1		—
2 0 0	14 6	14 6	15 0	15 0	15 0	15 6	15 6	15 6	16 0	16 0	16 0		—
2 0 14	15 5	15 5	15 11	15 11	15 11	16 5	16 5	16 5	16 11	17 0	17 0		—
2 1 0	16 3	16 3	16 9	16 9	16 9	17 4	17 4	17 4	17 10	17 11	17 11		—
2 1 14	17 1	17 1	17 7	17 8	17 8	18 2	18 3	18 3	18 9	18 10	18 10		—
2 2 0	17 11	17 11	18 5	18 6	18 6	19 1	19 2	19 2	19 8	19 9	19 9		—
2 2 14	18 9	18 9	19 3	19 5	19 5	19 11	20 1	20 1	20 7	20 9	20 9		—
2 3 0	19 7	19 7	20 3	20 3	20 3	20 10	21 0	21 0	21 6	21 8	21 8		—
2 3 14	20 5	20 5	21 0	21 2	21 2	21 8	21 11	21 11	22 5	22 7	22 7		—
3 0 0	21 3	21 3	21 10	22 0	22 0	22 7	22 9	22 9	23 4	23 6	23 6		—

RAILWAY READY RECKONER
BULK CONSIGNMENTS PER MERCHANDISE TRAIN

RAILWAY READY RECKONER

BULK CONSIGNMENTS PER MERCHANDISE TRAIN

Rate Per Ton

Weight not exceeding	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.
ct gr	3 4	3 9	4 2	4 7	5 0	5 5	5 10	6 3	6 8	7 1	7 6	7 11	8 4	8 9	9 2	9 7	10 0	10 5	
0 1	0 1	0 1	0 1	0 1	0 1	0 1	0 1	0 1	0 1	0 1	0 1	0 1	0 1	0 1	0 2	0 2	0 2	0 2	
0 2	0 1	0 1	0 1	0 2	0 2	0 2	0 2	0 2	0 2	0 2	0 2	0 3	0 3	0 3	0 3	0 3	0 3	0 3	
0 3	0 2	0 2	0 2	0 2	0 2	0 3	0 3	0 3	0 3	0 3	0 3	0 4	0 4	0 4	0 4	0 4	0 5	0 5	
1 0	0 2	0 2	0 3	0 3	0 3	0 3	0 4	0 4	0 4	0 4	0 5	0 5	0 5	0 5	0 6	0 6	0 6	0 6	
1 1	0 3	0 3	0 3	0 4	0 4	0 4	0 5	0 5	0 5	0 5	0 6	0 6	0 6	0 7	0 7	0 7	0 8	0 8	
1 2	0 3	0 4	0 4	0 4	0 4	0 5	0 5	0 6	0 6	0 7	0 7	0 7	0 8	0 8	0 8	0 9	0 9	0 10	
1 3	0 4	0 4	0 5	0 5	0 6	0 6	0 7	0 7	0 8	0 8	0 9	0 9	0 10	0 10	0 11	0 11	1 0	1 0	
2 0	0 4	0 5	0 5	0 6	0 6	0 7	0 7	0 8	0 8	0 9	0 9	0 10	0 10	0 11	0 11	1 0	1 0	1 1	
2 1	0 5	0 5	0 6	0 6	0 7	0 7	0 8	0 9	0 9	0 10	0 10	0 11	0 11	1 0	1 1	1 1	1 2	1 2	
2 2	0 5	0 6	0 6	0 7	0 8	0 8	0 9	0 10	0 10	0 11	0 11	1 0	1 1	1 1	1 2	1 3	1 3	1 4	
2 3	0 6	0 6	0 7	0 8	0 8	0 9	0 10	0 10	0 11	1 0	1 1	1 1	1 2	1 3	1 3	1 4	1 5	1 5	
3 0	0 6	0 7	0 8	0 8	0 9	0 10	0 11	0 11	1 0	1 1	1 2	1 2	1 3	1 4	1 4	1 5	1 6	1 7	
3 1	0 7	0 7	0 8	0 9	0 10	0 11	1 0	1 0	1 1	1 2	1 3	1 4	1 4	1 5	1 6	1 7	1 8	1 8	
3 2	0 7	0 8	0 9	0 10	0 11	1 0	1 1	1 1	1 2	1 3	1 4	1 5	1 6	1 7	1 7	1 8	1 9	1 10	
3 3	0 8	0 9	0 10	0 10	0 11	1 0	1 1	1 2	1 3	1 4	1 5	1 6	1 7	1 8	1 9	1 10	1 11	2 0	
4 0	0 8	0 9	0 10	0 11	1 0	1 1	1 2	1 3	1 4	1 5	1 6	1 7	1 8	1 9	1 10	1 11	2 0	2 1	
4 1	0 9	0 10	0 11	1 0	1 1	1 2	1 3	1 4	1 5	1 6	1 7	1 8	1 9	1 10	2 0	2 1	2 2	2 3	
4 2	0 9	0 10	0 11	1 1	1 2	1 3	1 4	1 5	1 6	1 7	1 8	1 10	1 11	2 0	2 1	2 2	2 3	2 4	
4 3	0 10	0 11	1 0	1 1	1 2	1 4	1 5	1 6	1 7	1 8	1 10	1 11	2 0	2 1	2 2	2 3	2 5	2 6	
5 0	0 10	0 11	1 1	1 2	1 3	1 4	1 6	1 7	1 8	1 9	1 11	2 0	2 1	2 2	2 4	2 5	2 6	2 7	
5 1	0 11	1 0	1 1	1 3	1 4	1 5	1 7	1 8	1 9	1 10	2 0	2 1	2 2	2 4	2 5	2 6	2 8	2 9	
5 2	0 11	1 1	1 2	1 3	1 5	1 6	1 7	1 9	1 10	2 0	2 1	2 2	2 4	2 5	2 6	2 8	2 9	2 11	
5 3	1 0	1 1	1 3	1 4	1 5	1 7	1 8	1 10	1 11	2 1	2 2	2 3	2 5	2 6	2 8	2 9	2 11	3 0	
6 0	1 0	1 2	1 3	1 5	1 6	1 8	1 9	1 11	2 0	2 2	2 3	2 5	2 6	2 8	2 9	2 11	3 0	3 2	
6 1	1 1	1 2	1 4	1 5	1 7	1 8	1 10	2 0	2 1	2 3	2 4	2 6	2 7	2 9	2 11	3 0	3 2	3 3	
6 2	1 1	1 3	1 4	1 6	1 8	1 9	1 11	2 1	2 2	2 4	2 5	2 7	2 9	2 10	3 0	3 2	3 3	3 5	
6 3	1 2	1 3	1 5	1 7	1 8	1 10	2 0	2 1	2 3	2 5	2 7	2 8	2 10	3 0	3 1	3 3	3 5	3 6	
7 0	1 2	1 4	1 6	1 7	1 9	1 11	2 1	2 2	2 4	2 6	2 8	2 9	2 11	3 1	3 3	3 4	3 6	3 8	
7 1	1 3	1 4	1 6	1 8	1 10	2 0	2 2	2 3	2 5	2 7	2 9	2 11	3 0	3 2	3 4	3 6	3 8	3 9	
7 2	1 3	1 5	1 7	1 9	1 11	2 1	2 2	2 4	2 6	2 8	2 10	3 0	3 2	3 4	3 5	3 7	3 9	3 11	
7 3	1 4	1 6	1 8	1 9	1 11	2 1	2 3	2 5	2 7	2 9	2 11	3 1	3 3	3 5	3 7	3 9	3 11	4 1	
8 0	1 4	1 6	1 8	1 10	2 0	2 2	2 4	2 6	2 8	2 10	3 0	3 2	2 4	3 6	3 8	3 10	4 0	4 2	
8 1	1 5	1 7	1 9	1 11	2 1	2 3	2 5	2 7	2 9	2 11	3 1	3 3	3 5	3 7	3 10	4 0	4 2	4 4	
8 2	1 5	1 7	1 9	2 0	2 2	2 4	2 6	2 8	2 10	3 0	3 2	3 5	3 7	3 9	3 11	4 1	4 3	4 5	
8 3	1 6	1 8	1 10	2 0	2 2	2 5	2 7	2 9	2 11	3 1	3 3	3 6	3 8	3 10	4 0	4 2	4 5	4 7	
9 0	1 6	1 8	1 11	2 1	2 3	2 5	2 8	2 10	3 0	3 2	3 5	3 7	3 9	3 11	4 2	4 4	4 6	4 8	
9 1	1 7	1 9	1 11	2 2	2 4	2 6	2 9	2 11	3 1	3 3	3 6	3 8	3 10	4 1	4 3	4 5	4 8	4 10	
9 2	1 7	1 10	2 0	2 2	2 5	2 7	2 9	3 0	3 2	3 5	3 7	3 9	4 0	4 2	4 4	4 7	4 9	4 11	
9 3	1 8	1 10	2 1	2 3	2 5	2 8	2 10	3 1	3 3	3 6	3 8	3 10	4 1	4 3	4 6	4 8	4 11	5 1	
10 0	1 8	1 11	2 1	2 4	2 6	2 9	2 11	3 2	3 4	3 7	3 9	4 0	4 2	4 5	4 7	4 10	5 0	5 3	

Rate Per Ton

Weight not exceeding	s.		d.		s.		d.		s.		d.		s.		d.		s.		d.		s.		d.		s.		d.		s.		d.		s.		d.	
	3	4	3	9	4	2	4	7	5	0	5	5	5	10	6	3	6	8	7	1	7	6	7	11	8	4	8	9	9	2	9	7	10	5		
10 1	1	9	1	11	2	2	2	4	2	7	2	9	3	0	3	3	3	5	3	8	3	10	4	1	4	3	4	6	4	9	4	11	5	2	5	4
10 2	1	9	2	0	2	2	2	5	2	8	2	10	3	1	3	4	3	6	3	9	3	11	4	2	4	5	4	7	4	10	5	1	5	3	5	6
10 3	1	10	2	0	2	3	2	6	2	8	2	11	3	2	3	4	3	7	3	10	4	1	4	3	4	6	4	9	4	11	5	2	5	5	5	7
11 0	1	10	2	1	2	4	2	6	2	9	3	0	3	3	3	5	3	8	3	11	4	2	4	4	4	7	4	10	5	1	5	3	5	6	5	9
11 1	1	11	2	1	2	4	2	7	2	10	3	1	3	4	3	6	3	9	4	0	4	3	4	6	4	8	4	11	5	2	5	5	5	8	5	10
11 2	1	11	2	2	2	5	2	8	2	11	3	2	3	4	3	7	3	10	4	1	4	4	4	7	4	10	5	1	5	3	5	6	5	9	6	0
11 3	2	0	2	3	2	6	2	8	2	11	3	2	3	5	3	8	3	11	4	2	4	5	4	8	4	11	5	2	5	5	5	8	5	11	6	2
12 0	2	0	2	3	2	6	2	9	3	0	3	3	3	6	3	9	4	0	4	3	4	6	4	9	5	0	5	3	5	6	5	9	6	0	6	3
12 1	2	1	2	4	2	7	2	10	3	1	3	4	3	7	3	10	4	1	4	4	4	7	4	10	5	1	5	4	5	8	5	11	6	2	6	5
12 2	2	1	2	4	2	7	2	11	3	2	3	5	3	8	3	11	4	2	4	5	4	8	5	0	5	3	5	6	5	9	6	0	6	3	6	6
12 3	2	2	2	5	2	8	2	11	3	2	3	6	3	9	4	0	4	3	4	6	4	10	5	1	5	4	5	7	5	10	6	1	6	5	6	8
13 0	2	2	2	5	2	8	3	0	3	3	3	6	3	9	4	1	4	4	4	7	4	11	5	2	5	5	5	8	6	0	6	3	6	6	6	9
13 1	2	3	2	6	2	9	3	1	3	4	3	7	3	11	4	2	4	5	4	8	5	0	5	3	5	6	5	10	6	1	6	4	6	8	6	11
13 2	2	3	2	7	2	10	3	1	3	5	3	8	3	11	4	3	4	6	4	10	5	1	5	4	5	8	5	11	6	2	6	0	6	9	7	1
13 3	2	4	2	7	2	11	3	2	3	5	3	9	4	0	4	4	4	7	4	11	5	2	5	5	5	9	6	0	6	4	6	7	6	11	7	2
14 0	2	4	2	8	2	11	3	3	3	6	3	10	4	1	4	5	4	8	5	0	5	3	5	7	5	10	6	2	6	5	6	9	7	0	7	4
14 1	2	5	2	8	3	0	3	3	3	7	3	10	4	2	4	6	4	9	5	1	5	4	5	8	5	11	6	3	6	7	6	10	7	2	7	5
14 2	2	5	2	9	3	0	3	4	3	8	3	11	4	3	4	7	4	10	5	2	5	5	5	9	6	1	6	4	6	8	7	0	7	3	7	7
14 3	2	6	2	9	3	1	3	5	3	9	4	0	4	4	4	7	4	11	5	3	5	7	5	10	6	2	6	6	6	9	7	1	7	5	7	8
15 0	2	6	2	10	3	2	3	5	3	9	4	1	4	5	4	8	5	0	5	4	5	8	5	11	6	3	6	7	6	11	7	2	7	6	7	10
15 1	2	7	2	10	3	2	3	6	3	10	4	2	4	6	4	9	5	1	5	5	5	9	6	1	6	4	6	8	7	0	7	4	7	8	7	11
15 2	2	7	2	11	3	3	3	7	3	11	4	3	4	6	4	10	5	2	5	6	5	10	6	2	6	6	6	10	7	1	7	5	7	9	8	1
15 3	2	8	3	0	3	4	3	7	3	11	4	3	4	7	4	11	5	3	5	7	5	11	6	3	6	7	6	11	7	3	7	7	7	10	8	3
16 0	2	8	3	0	3	4	3	8	4	0	4	4	4	8	5	0	5	4	5	8	6	0	6	4	6	8	7	0	7	4	7	8	8	0	8	4
16 1	2	9	3	1	3	5	3	9	4	1	4	5	4	9	5	1	5	5	5	9	6	1	6	5	6	9	7	1	7	6	7	10	8	2	8	6
16 2	2	9	3	1	3	5	3	10	4	2	4	6	4	10	5	2	5	6	5	10	6	2	6	7	6	11	7	3	7	7	7	11	8	3	8	7
16 3	2	10	3	2	3	6	3	10	4	2	4	7	4	11	5	3	5	7	5	11	6	4	6	8	7	0	7	4	7	8	8	0	8	5	8	9
17 0	2	10	3	2	3	7	3	11	4	3	4	7	5	0	5	4	5	8	6	0	6	5	6	9	7	1	7	5	7	10	8	2	8	6	8	10
17 1	2	11	3	3	3	7	4	0	4	4	4	8	5	1	5	5	5	9	6	1	6	6	6	10	7	2	7	7	7	11	8	3	8	8	9	0
17 2	2	11	3	4	3	8	4	0	4	5	4	9	5	1	5	6	5	10	6	2	6	7	6	11	7	4	7	8	8	0	8	5	8	9	2	
17 3	3	0	3	4	3	9	4	1	4	5	4	10	5	2	5	7	5	11	6	3	6	4	6	8	7	0	7	5	7	9	8	2	8	6	8	11
18 0	3	0	3	5	3	9	4	2	4	6	4	11	5	3	5	8	6	0	6	5	6	9	7	2	7	6	7	11	8	3	8	8	9	0	9	5
18 1	3	1	3	5	3	10	4	2	4	7	4	11	5	4	5	9	6	1	6	6	6	10	7	3	7	7	8	0	8	5	8	9	9	2	9	6
18 2	3	1	3	6	3	10	4	3	4	8	5	0	5	5	5	10	6	2	6	7	6	11	7	4	7	9	8	1	8	6	8	11	9	3	9	8
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19 0	3	2	3	7	4	0	4	4	4	9	5	2	5	7	5	11	6	4	6	9	7	2	7	6	7	11	8	4	8	9	9	1	9	6	9	11
19 1	3	3	3	7	4	0	4	5	4	10	5	3	5	8	6	0	6	5	6	10	7	3	7	8	8	0	8	5	8	10	9	3	9	8	10	0
19 2	3	3	3	8	4	1	4	6	4	11	5	4	5	8	6	1	6	6	11	7	4	7	9	8	1	8	2	8	11	9	4	9	9	10	2	
19 3	3	4	3	9	4	2	4	6	4	11	5	4	5	9	6	2	6	7	7	0	7	5	7	10	8	3	8	8	9	1	9	6	9	11	10	4
20 0	3	4	3	9	4	2	4	7	5	0	5	5	5	10	6	3	6	8	7	1	7	6	7	11	8	4	8	9	9	2	9	7	10	0	10	5

Rate Per Ton

[illegible]

[illegible]

RAILWAY READY RECKONER

Rate Per Ton

[illegible]

Rate Per Ton

Weight not exceeding cwt	s. d.		s. d.		s. d.		s. d.		s. d.		s. d.		s. d.		s. d.		s. d.		s. d.		s. d.		s. d.		s. d.		s. d.		s. d.		s. d.		s. d.		s. d.		
	18	4	18	9	19	2	19	7	20	0	20	5	20	10	20	15	20	21	21	21	26	21	26	22	22	22	27	22	27	23	23	23	28	23	28	24	24
10 1	9	5	9	7	9	10	10	1	10	3	10	6	10	8	10	11	11	1	11	4	11	7	11	9	12	0	12	2	12	5	12	7	12	10	13	0	
10 2	9	8	9	10	10	1	10	4	10	6	10	9	10	11	11	2	11	5	11	7	11	10	12	1	12	3	12	6	12	8	12	11	13	2	13	4	
10 3	9	10	10	1	10	4	10	6	10	9	11	0	11	3	11	5	11	8	11	11	12	1	12	4	12	7	12	9	13	0	13	3	13	5	13	8	
11 0	1	10	1	10	4	10	7	10	9	11	0	11	3	11	6	11	8	11	11	12	2	12	5	12	7	12	10	13	1	13	4	13	6	13	9	14	0
11 1	1	10	4	10	7	10	10	0	11	3	11	6	11	9	12	0	12	2	12	5	12	8	12	11	13	2	13	4	13	7	13	10	14	1	14	4	
11 2	1	10	7	10	10	11	0	11	3	11	6	11	9	12	0	12	3	12	6	12	9	12	11	13	2	13	5	13	8	13	11	14	2	14	5	14	8
11 3	1	10	9	11	0	11	3	11	6	11	9	12	0	12	3	12	6	12	9	13	0	13	3	13	6	13	9	14	0	14	3	14	5	14	8	14	11
12 0	1	11	0	11	3	11	6	11	9	12	0	12	3	12	6	12	9	13	0	13	3	13	6	13	9	14	0	14	3	14	6	14	9	15	0	15	3
12 1	1	11	3	11	6	11	9	12	0	12	3	12	6	12	9	13	0	13	3	13	6	13	9	14	1	14	4	14	7	14	10	15	1	15	4	15	7
12 2	1	11	6	11	9	12	0	12	3	12	6	12	9	13	0	13	3	13	6	13	9	14	1	14	4	14	7	14	10	15	1	15	4	15	7	15	10
12 3	1	11	8	12	0	12	3	12	6	12	9	13	0	13	3	13	6	13	9	14	1	14	4	14	7	14	10	15	2	15	5	15	8	15	11	16	3
13 0	1	11	11	12	2	12	6	12	9	13	0	13	3	13	6	13	9	14	1	14	4	14	8	14	11	15	2	15	5	15	8	15	11	16	3	16	6
13 1	1	12	2	12	5	12	9	13	0	13	3	13	6	13	9	14	1	14	4	14	8	14	11	15	2	15	5	15	8	15	11	16	4	16	7	16	10
13 2	1	12	5	12	8	12	11	13	3	13	6	13	9	14	1	14	4	14	8	14	11	15	2	15	5	15	8	15	11	16	4	16	7	16	10	17	2
13 3	1	12	7	12	11	13	2	13	6	13	9	14	1	14	4	14	8	14	11	15	2	15	5	15	8	15	11	16	4	16	7	16	10	17	2	17	5
14 0	1	12	10	13	2	13	5	13	9	14	0	14	4	14	7	14	11	15	2	15	5	15	8	15	11	16	4	16	7	16	10	17	3	17	6	17	9
14 1	1	13	1	13	4	13	8	14	0	14	3	14	7	14	10	15	2	15	5	15	8	15	11	16	4	16	7	16	10	17	3	17	6	17	9	18	1
14 2	1	13	4	13	7	13	11	14	3	14	6	14	10	15	1	15	5	15	8	15	11	16	4	16	7	16	10	17	3	17	6	17	9	18	2	18	5
14 3	1	13	6	13	10	14	2	14	5	14	9	15	1	15	5	15	8	15	11	16	4	16	7	16	11	17	3	17	6	17	9	18	2	18	5	18	8
15 0	1	13	9	14	1	14	5	14	8	15	0	15	4	15	8	15	11	16	3	16	7	16	11	17	2	17	6	17	9	18	2	18	5	18	8	19	1
15 1	1	14	0	14	4	14	8	14	11	15	3	15	7	15	11	16	3	16	6	16	10	17	2	17	5	17	8	17	11	18	1	18	4	18	7	19	0
15 2	1	14	3	14	7	14	10	15	2	15	6	15	10	16	2	16	6	16	10	17	2	17	5	17	8	17	11	18	1	18	4	18	7	19	0	20	3
15 3	1	14	5	14	9	15	1	15	5	15	9	16	1	16	5	16	9	17	1	17	5	17	8	17	11	18	1	18	4	18	7	19	0	20	3	21	6
16 0	1	14	8	15	0	15	4	15	8	16	0	16	4	16	8	17	0	17	4	17	8	18	0	18	4	18	8	19	0	19	3	19	6	20	0	21	3
16 1	1	14	11	15	3	15	7	15	11	16	3	16	7	16	11	17	3	17	7	17	11	18	4	18	8	19	0	19	3	19	6	20	0	21	3	22	6
16 2	1	15	2	15	6	15	10	16	2	16	6	16	10	17	2	17	6	17	10	18	3	18	7	18	11	19	3	19	6	20	0	21	3	22	6	23	0
16 3	1	15	4	15	8	16	1	16	5	16	9	17	1	17	5	17	9	18	2	18	6	18	10	19	2	19	6	20	0	21	3	22	6	23	0	24	3
17 0	1	15	7	15	11	16	4	16	8	17	0	17	4	17	8	18	1	18	5	18	9	19	2	19	6	20	0	21	3	22	6	23	0	24	3	25	6
17 1	1	15	10	16	2	16	7	16	11	17	3	17	7	17	11	18	4	18	8	19	1	19	5	19	9	20	2	20	6	21	0	21	3	22	6	23	0
17 2	1	16	1	16	5	16	9	17	2	17	6	17	10	18	3	18	7	19	0	19	4	19	8	20	1	20	5	20	9	21	2	21	6	22	0	23	3
17 3	1	16	3	16	7	17	0	17	5	17	9	18	2	18	6	18	10	19	3	19	7	20	0	20	4	20	8	21	1	21	5	22	0	22	4	23	7
18 0	1	16	6	16	11	17	3	17	8	18	0	18	4	18	8	19	2	19	6	19	10	20	3	20	7	20	11	21	2	21	6	22	0	22	4	23	7
18 1	1	16	9	17	1	17	6	17	11	18	3	18	7	18	11	19	3	19	7	19	11	20	4	20	8	21	2	21	6	22	0	22	4	23	7	24	0
18 2	1	17	0	17	4	17	9	18	2	18	6	18	11	19	3	19	7	20	0	20	4	20	8	21	2	21	6	22	0	22	4	23	7	24	0	25	3
18 3	1	17	2	17	7	18	0	18	4	18	8	19	2	19	6	19	10	20	3	20	7	20	11	21	2	21	6	22	0	22	4	23	7	24	0	25	3
19 0	1	17	5	17	10	18	3	18	7	19	0	19	4	19	8	20	1	20	5	20	9	21	2	21	6	22	0	22	4	23	7	24	0	25	3	26	6
19 1	1	17	8	18	1	18	6	18	10	19	3	19	7	19	11	20	4	20	8	20	12	21	3	21	7	21	11	22	4	22	8	23	1	23	5	24	9
19 2	1	17	11	18	4	18	8	19	1	19	5	19	9	20	3	20	7	20	11	21	5	21	9	22	4	22	8	23	1	23	5	24	9	25	3	26	7
19 3	1	18	1	18	6	18	11	19	4	19	8	20	2	20	6	20	10	21	4	21	8	21	12	22	5	22	9	23	2	23	6	24	10	25	4	26	8
20 0	1	18	4	18	9	19	2	19	7	20	0	20	4	20	8	21	2	21	6	21	10	22	5	22	9	23	2	23	6	24	10	25	4	26	8	27	1
20 1	1	18	7	19	2	19	7	20	0	20	4	20	8	21	2	21	6	21	10	22	5	22	9	23	2	23	6	24	10	25	4	26	8	27	1	28	4

Rate Per Ton

[illegible]

Rate Per Ton

[illegible]

Rate Per Ton

[illegible]

[illegible]

[illegible]

Rate Per Ton

[illegible]

Rate Per Ton

Weight not exceeding	s. 06		d. 8		s. 6		d. 8		s. 4		d. 6		s. 2		d. 4		s. 0		d. 2		s. 8		d. 0		s. 6		d. 8		s. 4		d. 6		s. 2		d. 4		s. 0	
	06	8	07	6	08	4	69	2	70	0	70	10	71	8	72	6	73	4	74	2	75	0	75	10	76	8	77	6	78	4	79	2	80	0	80	10		
10 1	34	2	34	7	35	0	35	6	35	11	36	4	36	9	37	2	37	7	38	0	38	5	38	11	39	4	39	9	40	2	40	7	41	0	41	5		
10 2	35	0	35	5	35	11	36	4	36	9	37	2	37	8	38	1	38	6	38	11	39	5	39	10	40	3	40	8	41	2	41	7	42	0	42	5		
10 3	35	10	36	4	36	9	37	2	37	8	38	1	38	6	39	0	39	5	39	11	40	4	40	9	41	3	41	8	42	1	42	7	43	0	43	6		
11 0	36	8	37	2	37	7	38	1	38	6	39	0	39	5	39	11	40	4	40	10	41	3	41	8	42	2	42	8	43	1	43	7	44	0	44	6		
11 1	37	6	38	0	38	5	38	11	39	5	39	10	40	4	40	10	41	3	41	9	42	2	42	8	43	2	43	7	44	1	44	7	45	0	45	6		
11 2	38	4	38	10	39	4	39	9	40	3	40	9	41	3	41	8	42	2	42	8	43	2	43	7	44	1	44	7	45	1	45	6	46	0	46	6		
11 3	39	2	39	8	40	2	40	8	41	2	41	8	42	1	42	7	43	1	43	7	44	1	44	7	45	1	45	7	46	0	46	6	47	0	47	6		
12 0	40	0	40	6	41	0	41	6	42	0	42	6	43	0	43	6	44	0	44	6	45	0	45	6	46	0	46	6	47	0	47	6	48	0	48	6		
12 1	40	10	41	4	41	10	42	5	42	11	43	5	43	11	44	5	44	11	45	5	45	11	46	6	47	0	47	6	48	0	48	6	49	0	49	6		
12 2	41	8	42	2	42	9	43	3	43	9	44	3	44	10	45	4	45	10	46	4	46	11	47	5	47	11	48	5	49	0	49	6	50	0	50	6		
12 3	42	6	43	1	43	7	44	1	44	8	45	2	45	8	46	3	46	9	47	4	47	10	48	4	48	11	49	5	49	11	50	6	51	0	51	7		
13 0	43	4	43	11	44	5	45	0	45	6	46	1	46	7	47	2	47	8	48	3	48	9	49	4	49	10	50	5	50	11	51	6	52	0	52	7		
13 1	44	2	44	9	45	3	45	10	46	5	46	11	47	6	48	1	48	7	49	2	49	8	50	3	50	10	51	4	51	11	52	6	53	0	53	7		
13 2	45	0	45	7	46	2	46	8	47	3	47	10	48	5	48	11	49	6	50	1	50	8	51	3	51	10	52	5	52	11	53	5	54	0	54	7		
13 3	45	10	46	5	47	0	47	7	48	2	48	9	49	3	49	10	50	5	51	0	51	7	52	2	52	9	53	4	53	10	54	5	55	0	55	7		
14 0	46	8	47	3	47	10	48	5	49	0	49	7	50	2	50	9	51	4	51	11	52	6	53	1	53	8	54	3	54	10	55	5	56	0	56	7		
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Rate Per Ton

[illegible]

Rate Per Ton

[illegible]

